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MAY 1949

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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

REPORT [redacted]

CD NO.

COUNTRY USSR/Satellites

SUBJECT Industrial Information

PLACE ACQUIRED [redacted]

DATE OF INFO [redacted]

DATE DISTR. 7 Feb. 1950

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SUPPLEMENT TO REPORT NO.

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[redacted] reports, covering industrial installations in the USSR and satellite countries [redacted]

[redacted]

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FORM NO. MAY 1949 51-61

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CENTRAL INTELLIGENCE AGENCY

REPORT

INFORMATION REPORT

CD NO.

COUNTRY USSR

DATE DISTR. 26 September 1949

SUBJECT Industrial Installations and Cities

NO. OF PAGES 1

PLACE ACQUIRED

NO. OF ENCLS. 19 (LISTED BELOW)

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reports on industrial installations and cities in the Soviet Union

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GENERAL REPORT on the AREA of KIZEL (59°N 57°E)

Effective Date of Information: March 49

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The town of KIZEL is said to have a population of 700,000 inhabitants. A big house building programme is taking place and many factories are being built near the single track electrified Rly line from BEREKNIKI to MOLOTOV.

A number of coal mines were in operation near GUBAKHA, the coal produced is of inferior quality.

The Rly line is in good condition, is well built on wooden sleepers and a gravel foundation and well maintained. Power is by overhead contact, engines of American manufacture pull trains of up to 30 - 60 ton trucks.

During the winter period Oct - May the line is kept clear of snow by means of special engines which cut the snow from the banks into the centre of the line and have a conveyor belt system for loading it onto trucks.

Location of the power supply was not known, but overhead HT lines of 12 mm copper wire are carried on 20 m high pylons equipped with porcelain insulators 1 m long.

No agricultural activity was observed in the area, food supplies were all brought in by barges pulled up the river KAMA by tugs. Tug boats and passenger boats were all of the paddle wheel type.

Passenger steamers came as far as MOLOTOV, tug boats as far as BEREZNIKI.

The river KAMA is approx. 800 m wide at MOLOTOV and has a flow of 3/4 km per hour. It is frozen from Nov. to April each year.

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KARELO - FINNISH S.S.R.

RESTRICTED. 50X1-HUM

Copy No:

Ref:

Date: 12th May, 1949.

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Shipyard at PETROSAVODSK.

Location and Layout.

Shipyard was located about 10 Km. S.S.E. of PETROSAVODSK Railway Station. For layout, see attached Sketch. The buildings and installations shown on the Sketch are completed, but only partially equipped. The shipyard was built shortly before the war.

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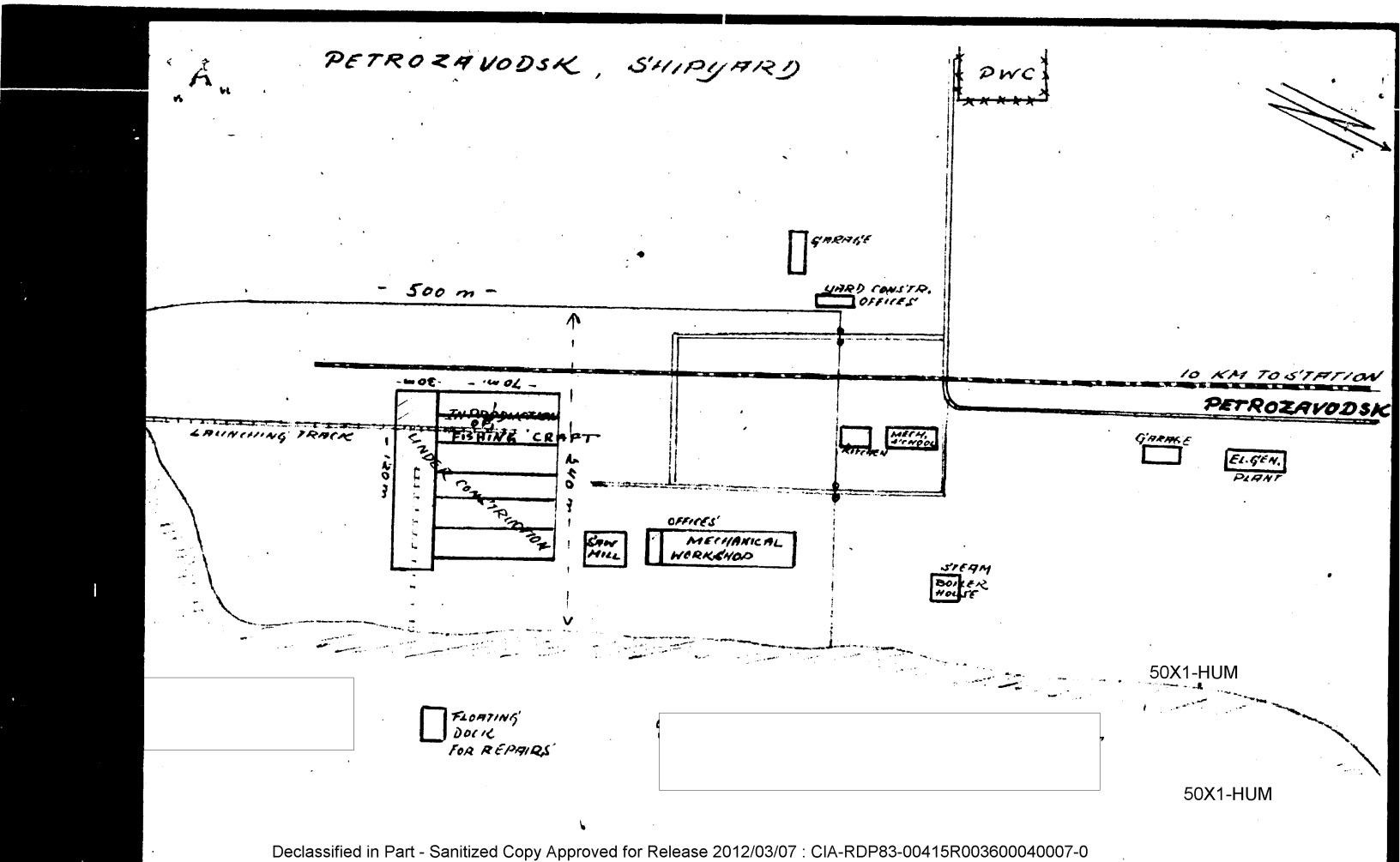
Production.

Only two sheds for building fishing craft were in production. They had been in production since the Spring of 1947 during which time about 30-40 small fishing craft had been built.

the fishing craft was of length about 18 m. and of maximum width about 5 m. with one funnel. It was of wooden construction on a welded steel frame and equipped with Diesel engine and Radio. 50X1-HUM

200 of these craft were to be built, It was said however that the yard would be in full production by 1950.



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Information on SVERDLOVSK.

1. the aerodrome situated approx 30 kilometres NE of SVERDLOVSK the airfield has a size of 8 x 5 kilometres. It is surrounded by large woods. Several concrete run-ways enable all types of planes to land and start there at any time. The airfield was used by civil as well as by military planes, but traffic was not very lively at that time. Approx. 150 fighter-planes 50X1-HUM with single wing, single tail, three-blade propeller, and landing-wheel under the nose, were parked in the south east corner of the airfield.

50X1-HUM

50X1-HUM

2. I. URALSKI FURNITURE, a large furniture factory in the NE of the town, 1000 PW and civilian labourers were employed on manufacturing of furniture.

3. URAL MASCH, a large tank factory, stands E. of SVERDLOVSK. 45000 labourers were employed on the production of tanks of the T 34 type. Production figure was said to reach 80/100 tanks daily.

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50X1-HUM 50X1-HUM 50X1-HUM

Road construction - OCHIDARI/GAGRY.

1.

2. The road which had no number or name leads through mountainous terrain and in good condition and passable throughout the year.(See App A).

3. The vehicle track is about 10 metres wide. There was no separate traffic lane for tracked-vehicles. the ro could carry a weight of 40 to 50 tons at least.

50X1-HUM

4. The foundation of the road consists of solid rock, one layer of large stones, 30 centimetres thick, one layer of small stones about 10 centimetres thick and a layer of asphalt, about 3 centi thick. The surface of the road is slightly cambered.

50X1-HUM

5. There is no drainage in the road, but at several places channels under the road to let the water coming down the hills through. These channels are built of reinforced concrete and are about 2 metres high

50X1-HUM

6. There was only one bridge in that section of the road This bridge, situated about 1 km from OCHIDARI, is built of reinforced concrete.

7. There were no ferries or fords on the road. all gradients could be negotiated by vehicles under their own power and withou assistance.

50X1-HUM 50X1-HUM

8. The road curves sharply in its winding. The track is the same width in the curves as on the straight road. the camber on the outer edge of the curves is about 10 centimetres and there are cement poles or walls about 50 centimetres high on the outer edge of the bends.

9. Where the foundation of the road was not built into the solid rock, a wall was built to level up the slope. These walls are of stones and cement, and are up to 3 metres high. The thickness of the walls depends on the breadth of road to be supported. In the walls are holes to let the water out.

10. The stone blasted from the hill was an adequate supply for the construction of the foundation. Cement and asphalt was brought on trucks from PIPAK which lies about 5 km North-West of SUKHUMI.

11. Steamrollers and bulldozers wre used in the construction of the road

50X1-HUM

12. A 7 day week of 2 shifts per day, 8 hours per shift was worked. About 900 P.O.W. were employed on each shift and the construction was supervised by russian officers each officer having a certain section of the road under his command.

II.

13. There were no traffic signs or road-illuminations on the road. There was heavy traffic in both directions. Buses and other civilian vehicles as well as Red Army vehicles used the road. 50X1-HUM

14. the construction of houses at SUKHUMI on two sites. One site was situated about 2 km East of the railway-station, (see plan App B), and the other site in the centre of the town, East of the market-place. 50X1-HUM 50X1-HUM

15. The house East of the railway-station is for the accommodation of a general and his adjutants. Two-storeyed it is built of stone and cement and is 21 x 12 metres. The walls are about 40 centimetres thick.

16. The site East of the market place comprises a hospital and three houses for Russian officers and their families. The buildings are one-storeyed, 36 x 12 metres, with walls, which are 12 centimetres thick and are built of a mixture of cement, saw-dust, lime, and ashes. Each house held 8 families. 50X1-HUM

17. All materials needed for the construction of the houses was brought by truck from PIPAK, about 5 km North-West of SUKHUMI.

18. A 7 day week of 1 eight-hour shift per day was worked. About 60 PW were employed in the construction of the buildings (in each shift) and were taken to the sites by truck.

19. The overseer of the buildings was Lt. LITVINOV. 50X1-HUM 50X1-HUM

20. Kaiser-Wilhelm-Institut, (see plan App B) which is about 500 x 500 metres, surrounded by a wall and lies in a park. there are Germans in this institute, which is guarded by the NKVD. atomic research was carried out there.

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Abb. A

50X1-HUM

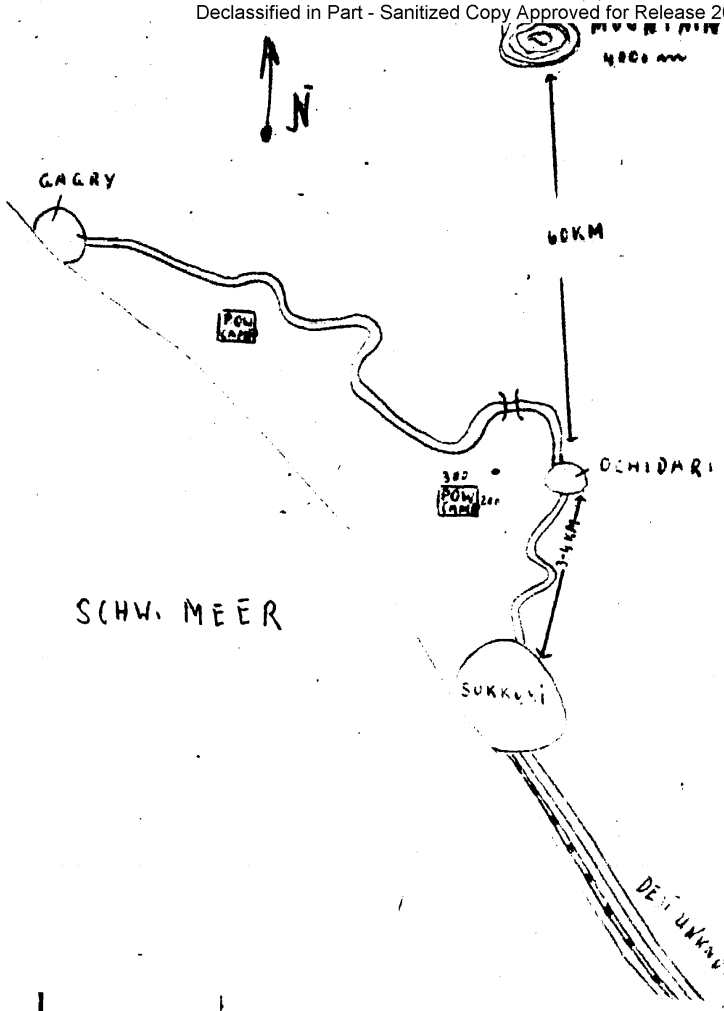

Abb. "B"

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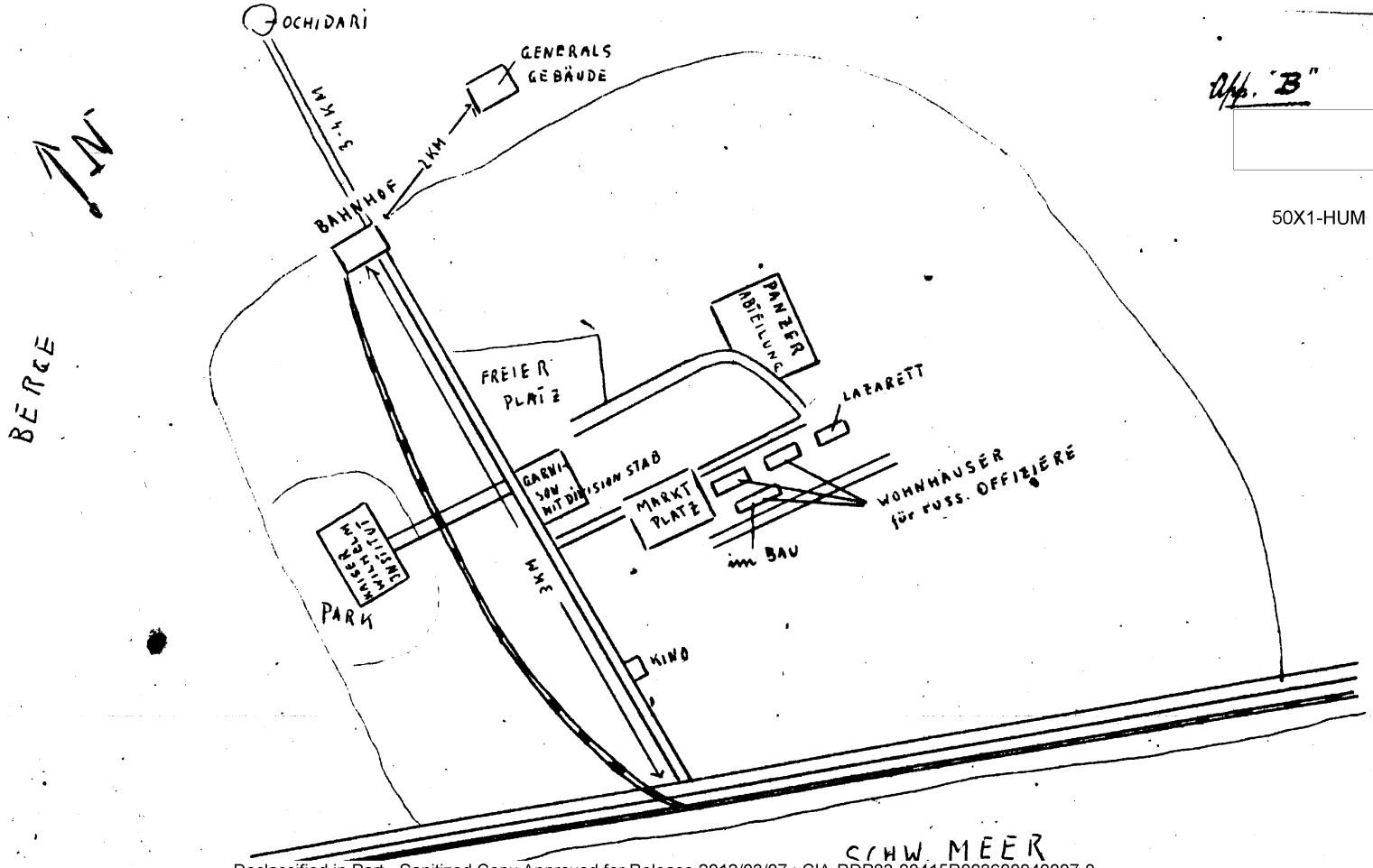

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DYNAMITE FACTORY & DYNAMITE STORAGE DEPOT AT PETROVENKA/RUSSIA

1. PETROVENKA/Russia, a village of approx. 5,000 inhabitants on the railway line STEROVKA-KHARKOV, 12 kms. north of STEROVKA, 14 kms. north-east of KRASNOLUDZ.

On the south-east border of the village there is an underground dynamite factory and 4 kms. north of this factory, a large dynamite storage depot. Location is shown on attached plan.

2. The dynamite factory covers an area of about 1,000 x 1,000 metres. The production centre is situated in a small valley in 5 underground galleries running into the hillside. The hills are heavily wooded and this part of the factory is not visible from above. Only persons in possession of special passes are allowed to enter this part. In front of the valley there is a transformer station, a steam-power station, and a chemical testing factory. a total of approx. 2,000 Russian civilians worked in three 8-hour shifts, 7 days per week. Details of production are not known. Dynamite is delivered in boxes to the storage depot

50X1-HUM

50X1-HUM

50X1-HUM

3. An old factory in the village serves as magazine for raw-materials, which were delivered by rail and supplied to the factory by a narrow gauge line. A coal mine, 3.5 kms. north of the village supplies coal to the power-station at the dynamite factory.

4. An overhead cable system of 35,000 volts connects the transformer station at PETROVENKA with the power-station at KRASNOLUDZ. A current of 6,000 volts is supplied from this transformer station to the dynamite factory.

5. The dynamite storage depot, covering an area of about 1,000 x 1,000 metres lies in open country. Dynamite is stored there in round and square shelters. A sketch of a round shelter is attached. Details of the square ones are not known. The shelters appeared to be of concrete and were partly underground. Dynamite was despatched at irregular intervals by rail to mining districts.

6. Factory and storing depot are strongly guarded by N.K.V.D. troops.

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COAL MINE AT SIBENAK/Russia

7. the coal mine at SIBENAK/Russia, a small village 7/8 kms. south-west of KRASNOLUDZ/UKRAINE. The mine has two shafts, leading with a slight slope to the layers which are approx. 200 metres below the surface. Location is shown on attached plan.

50X1-HUM

8. a total of 600 Russian civilians and 350 P.W. worked in Shaft I in three 8-hour shifts, 7 days per week, producing an average of 2/300 tons of coal per shift. The coal which was hauled by means of a narrow gauge electric line, was dumped alongside the shaft. Production at Shaft II, which was situated 1 km./

50X1-HUM

1 km. north of Shaft I, amounted approx. to the same quantity and was transported to the same dump [redacted]. A branch-line of the normal railway connected the coal mines in this area and transported the coal to KRASNOLUDZ.

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9. 2/3 kms. south-east of the mine there is a large power-station which supplies the whole area. Further details are, however, not known.

[redacted]

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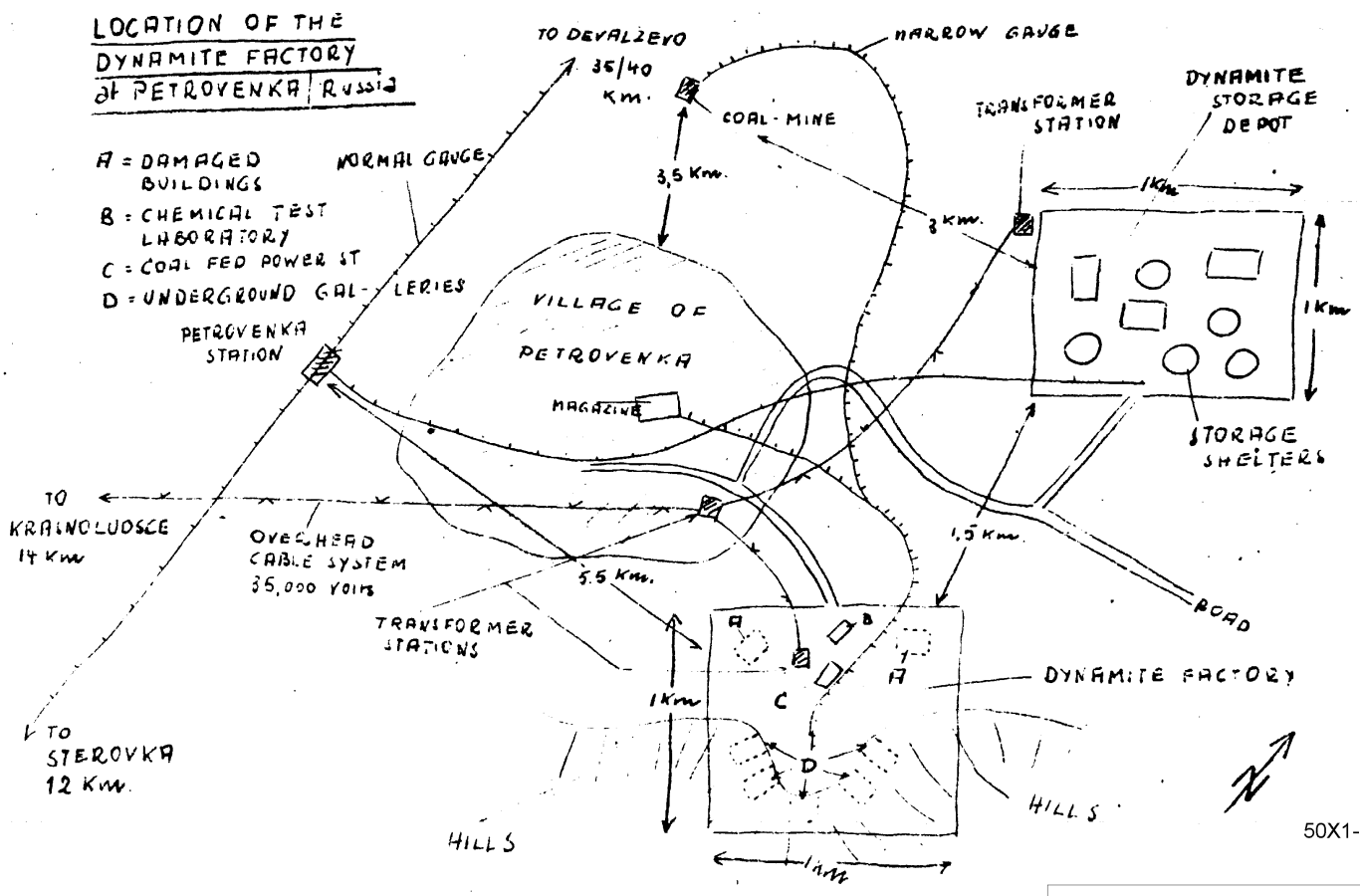

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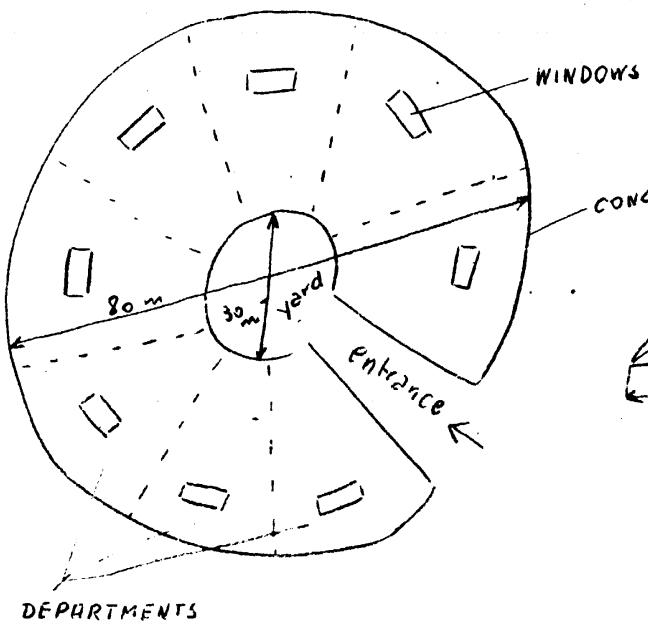

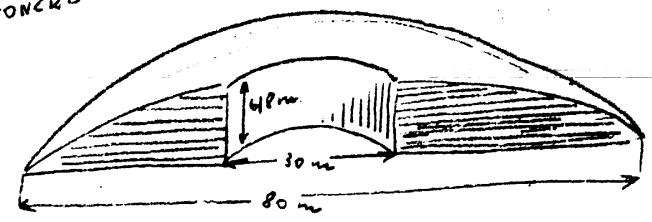

SKETCH OF THE DYNAMITE - SHELTERS AT THE DYNAMITE STORAGE DEPOT AT DETROVENKA / RUSSIA

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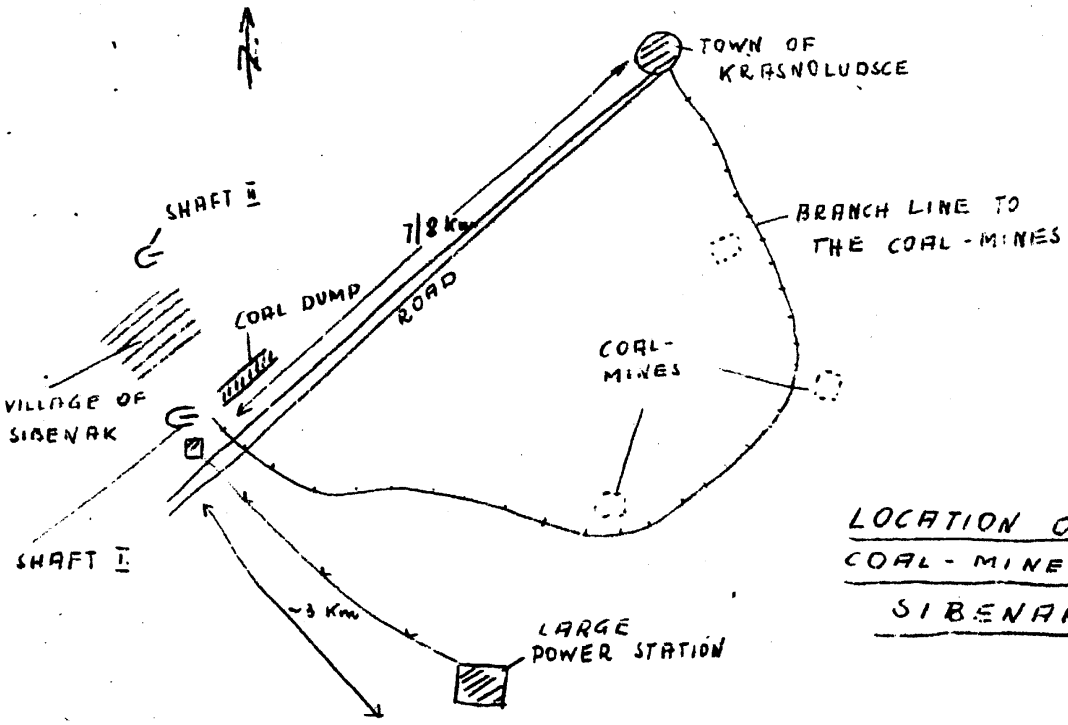

LOCATION OF THE
COAL-MINE AT
SIBENAK/Russia

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50X1-HUM

TAGANROG on the ASOV SEA. 50X1-HUM

ANDRYVA WORKS - STEEL TUBE WORKS. This is located in the eastern part of the town of TAGANROG on the ASOV SEA, and covers an area of 500 x 1000 metres. It consists of the following buildings:-

Martin Works I. This 100 x 20 metres large building is located in the centre of the site and is equipped with three open hearths of which two were in use, the third being repaired when subject worked there. The equipment is rather old. 70 tons of steel are produced per shift.

Sheet Rolling Mill. This 250 x 30 metres brick building is adjacent to the eastern side of Martin Works I. The equipment consists of two rollers, rolling plates to sheets.

Plate Rolling Mill. This building is of the same size as the sheet rolling mill, adjacent to its northern side. There is one rolling track for rolling slabs to plates.

Wheel Rims Rolling Mill. This 120 x 30 metres large building is adjacent to the northern side of the plate rolling mill. It is equipped with one steam drop hammer and one roller for railway waggon and tram wheel rims. The equipment is of BELGIAN make and out of date.

Martin Works II. These are 150 metres long, 50 metres wide and 20 metres high, located about 100 metres south of the sheet rolling mill. It is equipped with four open hearths, which were charged in turn, three being in use while the fourth one was repaired and lined. About 100 tons of steel, cast as ingots and slabs were produced per shift.

Boiler House. This is 100 x 50 metres large, located adjacent to the western edge of Martin Works II and to the southern side of the sheet rolling mill. It is equipped with six boilers, supplying hot water for washing and heating.

Foundry. This rectangular building is 40 metres wide and 120 metres long. It is equipped with one furnace. Muffs and other accessories for tubes were made there.

Dolomite Shop. This 50 x 20 metres brick building is located south-west of Martin Works II and contains a dolomite granulating plant. 50X1-HUM

Tube Drawing Shop No. I. This comprises two halls, both 100 metres long, the one 40, the other 30 metres high. It is located west of Martin Works I and has a 40 metres high chimney on its southern side. The shop was equipped with five coal heated furnaces, and some tube drawing machines, drawing tubes of 1", 2" and 4" diametre.

Tube Drawing Shop No. II. This 250 x 30 metres brick building is located in the eastern part of the site. The equipment is of GERMAN make and very modern. There is one oil heated furnace, producing the same quantity of tubes as the five furnaces in tube drawing shop No.I. Two inch pipes are made here.

Mannesmann Tube Shop. This is 800 metres long and 60 m wide, located east of the tube drawing shop No. II. The equipment consists of one drilling and rolling machine, two punching machines, and two circular saws cutting the tubes to proper lengths. All these machines are very modern and of German make, delivered by a MUENCHEN-GLADBACH firm. Tubes with a diametre of 9 - 12 cm, up to 12 metres long are made.

Fuel-Oil Distribution. This building is approx. 100 m long and 30 metres wide, located in the south-western corner of the site. Fuel-oil comes from two fuel-oil containers adjacent to its western side. These have a diametre of 40 metres and are 8 metres deep below the surface. Oil is distributed by underground pipe lines to furnaces and boilers. The only furnaces not heated by oil are those of tube drawing shop No. I.

Engine Repair Shop. This 60 x 30 metres large building is adjacent to the northern side of the wheel rim rolling mill.

Power Tranforming Room. This is 20 x 25 metres large and located between the dolomite shop and the boiler house.

Andreva Port. This 150 metres wide port extends 300 m into the ASOV SEA. It is intended to serve shipping facilities for the Andreva Works and is equipped with one floating dock in its north-western corner. It was not used when subject worked there.

RAW MATERIAL. Scrap was brought by rail from the GERMAN frontier. Pig iron also came by rail, mostly from the KRIVOY ROG district. Coal came by rail from the DONEZ area.

PRODUCTION. 300 - 400 tubes, 8 - 10 metres long were produced per shift. The production of Mannesmann tubes is about 120 per shift and that of wheel rims 400 per shift. All products were dispatched by rail, Mannesmann tubes chiefly to BAKU. 50X1-HUM

EMPLOYEES. [redacted] the number of employees, [redacted] at a rough estimate there were several thousand. 50X1-HUM

MANAGEMENT. The factory is controlled by a Ministry [redacted]

SECURITY. The site is surrounded by a two metres high barbed wire fence and guarded by about 100 heavily armed guards.

ROAD/RAIL COMMUNICATION. Several roads connect the site with an 8 metres asphalt main road of TAGANROG, the "LENINGSKAJA", which passes through the centre of the town from east to west.
A single track railway siding connects all major buildings of the works with TAGANROG Good's station, which is about 2 km to the west.

STALIN WORKS. This is a 700 x 400 metres large site in the western outskirts of TAGANROG near the AZOV SEA. This is a factory for making mowing and threshing machines. During war time it was converted to a war factory where 12.7 cm calibre shells were produced. [redacted] TAGANROG, peace time production had not yet been resumed. [redacted] the maximum production during war time had been 50 000 shells in 24 hours. 50X1-HUM

AIRCRAFT FACTORY. This is located adjacent to the western side of the STALIN WORKS, and covers an area of 600 x 1000 metres. [redacted] production had not yet started. Only a small quantity of chicken cages was produced. The raw material was GERMAN dur alumin. 50X1-HUM

Construction Office. [redacted] 50X1-HUM

[redacted] draughtmen and engineers were not working on own ideas but only copying and translating from [redacted] books. 50X1-HUM
Draughtmen and engineers lived in a separate house which was closely guarded and were kept like prisoners. They seemed not to be communists and looked like members of the old aristocracy. [redacted] they were hats, which is quite unsual among Russians. The Russians said theat they had collaborated with the Germans during war time. 50X1-HUM

AIR FIELD. This is adjacent to the western side of the aircraft factory, 1.5 km long and 500 metres wide. There were no runways nor hangers.

50X1-HUM

PILOT TRAINING SCHOOL. This 3 storied, 200 x 250 metres large brick building is located in the centre of the town on the main road.

BOILER FACTORY. This covers an area of 500 x 800 metres and is adjacent to the north-western corner of the Andreva Works. Super high pressure steam boilers were produced there.

MOLOTOV WORKS. This works is located on the northern side of the double track railway line from TAGANROG terminus station to CHARKOV and ROSTOV, opposite TAGANROG Goods Station and covers an area of 600 x 200 metres.

50X1-HUM

PIN-POINTING. Approaching TAGANROG from the west one first passes the air field, which stretches to the shore of TAGANROG bay. Adjacent to it there is the aircraft factory und further to the west the Stalin Works. Some hundred metres north-east of the Stalin Works there is TAGANROG Terminus Station and Goods Station. South of the Goods Station there is the Pilot Training School, north of it the Molotov Works.
The double track railway line from TAGANROG station passes along the northern side of the Boiler Factory, and branches off north of the Andreva Works, one double track line going to MACEVO station on the north-eastern corner of the town of TAGANROG, the other south-east to ROSTOV. The Andreva Works are recognizeable by their location on the shore of TAGANROG bay with a slag mound about 300 metres wide stretching into the sea where slag is tipped thus permanently extending it. There are no outstanding chimneys, except the 40 metre high chimney of the tube drawing shop of the ANDREVA WORKS.

2 skotches (a and b) enclosed herewith.

Appendix to Sketch B

[redacted]

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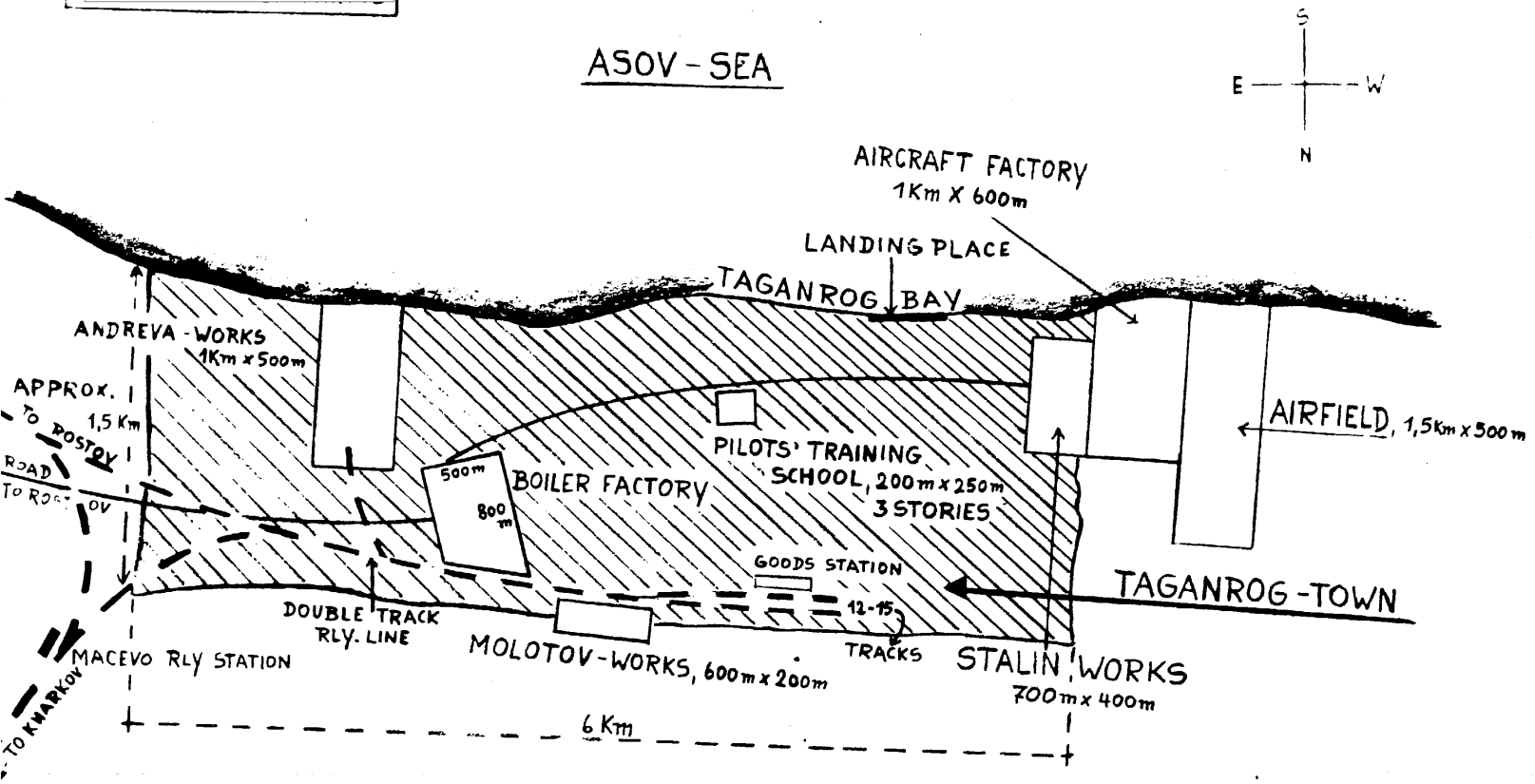
1. Martin-works No. 2, 150 m x 50 m x 20 m
2. Dolomite-hall, 50 m x 20 m
3. Power Transforming Room, 20 m x 25 m
4. Boiler house, 100 m x 50 m
5. Sheet rolling mill, 250 m x 30 m
6. Plate rolling mill, 250 m x 30 m
7. Martin-works No. 1, 100 m x 20 m
8. Tyre rolling mill, 120 m x 30 m
9. Foundry
10. Engine repairshop, 60 m x 30 m
11. Tube drawing shop No.1, 100 m x 40 m

11a. Tube drawing shop 100 m x 30 m

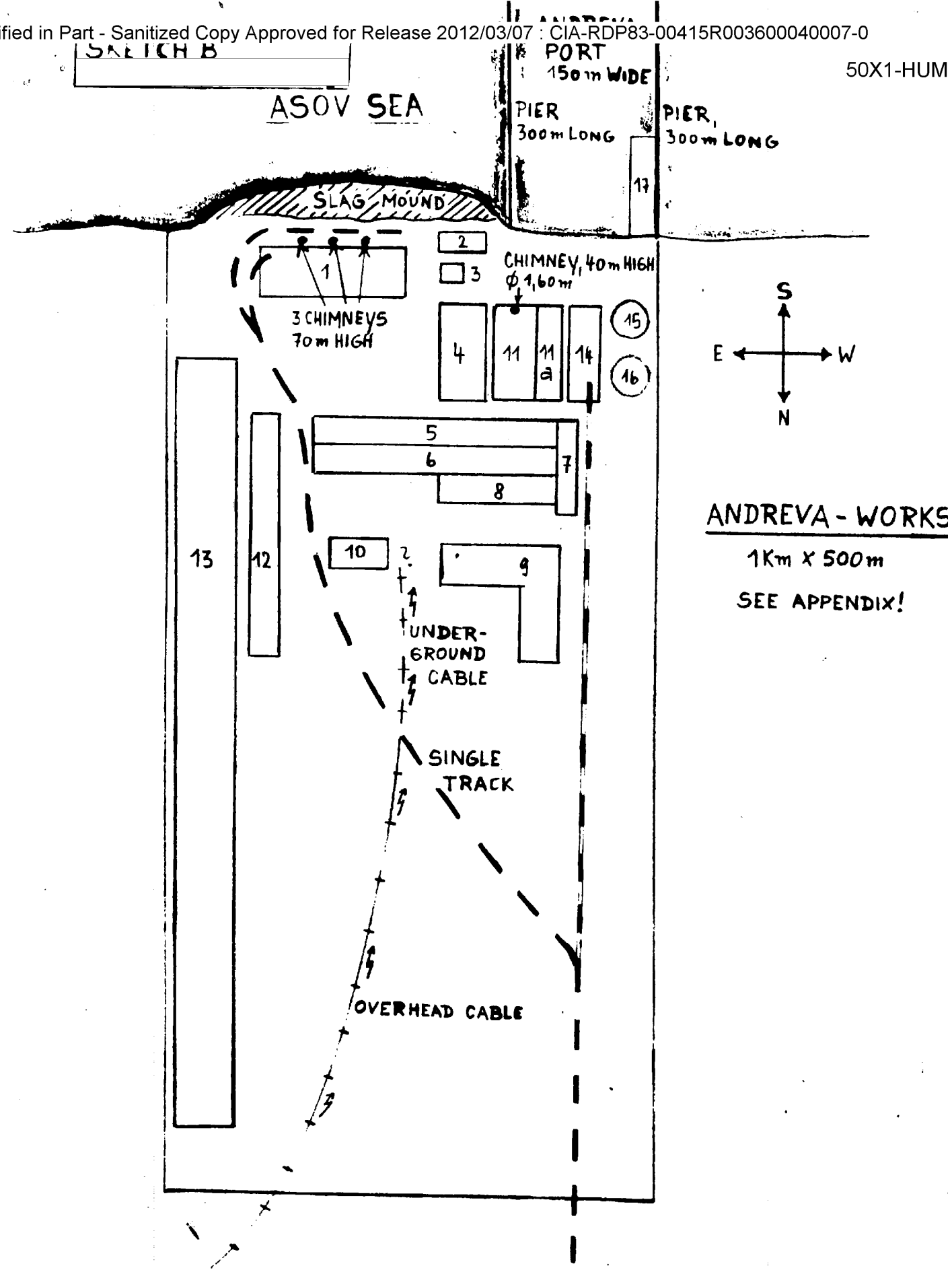
12. Tube drawing shop No.2, 250 m x 30 m
13. Mannesmann tube shop
14. Fuel oil distribution, 100 m x 30 m
15. Fuel oil container, 40 m, 8 m deep (being rebuilt)
16. Fuel oil container, 40 m, 8 m deep
17. Floatry dock

SKETCH A

50X1-HUM



SKETCH B



ANDREVA - WORKS

1Km x 500m

SEE APPENDIX!

50X1-HUM

"1st of May" WORKS - CRANE FACTORY. These were situated approx. 2 km south-west of KIROV theatre and covered a site of approx. 1500 metres x 1500 metres. [redacted] these works were built in 1900 or 1902. There was a sign on the casting shop showing the number of one of those years. There were no signs of extending this factory. It consisted of the following buildings:-

Apprentice Shop. This was 50 - 80 metres long, 10 metres wide and 7 - 8 metres high. It was equipped with shaping machines, drilling machines and cutting machines.

Canteen. A canteen for the engineers and the other leading personnel is situated east of the above shop. [redacted] this kichten was better equipped than the usual works canteen. Better meals were cooked there and tables were covered by white table clothes.

Hospital. A 200 - 300 metres long, 20 metres wide and 7 - 8 metres high (1 storied) hospital lies in the north-eastern corner of the site.

Store I. This 200 metres long, 30 metres wide and 10 metres high wooden building lies on the eastern side of the factory. Spare parts packed in boxes were stored there.

Carpenter's Shop. It was situated west of the above store and south of the above mentioned canteen. The equipment consisted of 1 German frame saw, 3 cutting saws, 1 drilling machine, 1 lathe and 1 boring machine. There was also one grind stone in this shop.

Laboratory. It was 10 metres long, 5 - 8 metres wide and 5 metres high (brick), situated adjacent to the carpenter's shop. [redacted] there were some tensile testing machines.

Dynamo Station. It is a 30 metres long, 10 metres wide and 4 metres high building adjacent to the laboratory. It was equipped with 1 German DIESEL motor. [redacted] this was dismantled and replaced by a new Russian machine.

Pattern Making Shop. This 20 metres long and 8 m wide brick building is situated on the south-western side of the above building. Its equipment consisted of two lathes, one band saw and several carpenter's benches.

Casting Shop. It is 200 metres long, 30 metres wide and 5 - 7metres high, situated adjacent to the above shop. It was equipped with 4 smelting furnaces, one drying oven, one annealing furnace and two de-rusting barrels (Entrostungs-Trommeln), two carnes and sand moulds. A finished material store is situated in the south-eastern corner of the buildings. A repair shop lies adjacent. West of the repair-shop lies a small smelting furnace and a drying oven. A large smelting furnace is situated in the south-western corner. A switch-board lies east of it. The casting department lies in the centre of the building and the cleaning shop east of it. A store lies in the north-eastern corner. West of it there is a sand drying room with a sand mill. A pattern-making shop lies adjacent to the drying room. West of the pattern-making shop is a mould drying room and behind this a bronze casting shop with several moulds and two smelting furnaces. The annealing furnace lies in the north-western corner of the casting shop. Here is also a fusing shop.

50X1-HUM

Canteen. The 30 metres long and 10 metres wide worker's canteen lies opposite the casting shop on the other side of the path. [redacted] the meals here consisted mostly of "Hirsebrei".

Administration. This 50 metres long, and 10 metres wide wooden building lies adjacent to and west of the above canteen. It was a two storied building which housed approx. 100 administration personnel. [redacted] those were better dressed than the usual workers.

50X1-HUM

Tool Shop. It is a 100 metres long, 30 metres wide and 5 m high brick building west of the administration. A smithy was housed in its eastern part. The equipment consisted of cutting machines, shaping machines, drilling machines, and lathes. Tools required for the factory such as drills and chisels, were manufactured there.

Mechanical and Assembly Shop. These were housed in a 300 m long, 50 - 80 metres wide, and 6 - 8 metres high brick building south of the tool shop. The mechanical shop No. I is situated in the northern part and is equipped with lathes, drilling machines, milling machines and other machines. Five 5 ton cranes run through the shop. The assembly shop is equipped with drilling machines, planers and lathes. There are also some portable welding machines in the assembly shop.

Boiler House No. I. It is a 50 metres long, 10 metres wide and 8 - 10 metres high brick building situated east of the assembly shop. It was equipped with one German dynamo but subject did not give any further details. A 15 - 20 metres high brick chimney stood 5 metres north of the building.

Mechanical Shop No. II. It was 250 - 300 metres long, 50 m wid, 8 - 10 metres high, situated south of the above boiler house. It was equipped with revolving lathes, one of them of 4 metres diametre, shaping machines, and one new planer marked BOEHLER. Parts which came from the casting shop were turned there. An overhead conveyor led through the building.

Swithe House. It was situated north-east of boiler house No. I and was 10 metres long, 5- 6 metres wide and 3 metres high.

Smithy. This 40 metres long, 25 metres wide, 1 storied building lies east of the switch house. It is equipped with 3 furnaces, three stamping machines, one shear, one saw marked BOEHLER, three threading machines, one heavy and two ligh steam hammers. An apprentice shop equipped with two steam hammers is in the eastern part.

Boiler House No II. It is an 80 metres long, 25 metres wide, and 10 metres high brick building east of the smithy. An 80 - 100 cm wide steel chimney stood approx. 2 - 3 metres west of the building. It was 35 - 40 metres high. The boiler house is equipped with a pressure up to 15 atmospheres. The usual pressure was 7 atmospheres. The boiler house served mainly the steam hammers. In winter also the heating plant of the factory was supplied with steam.

50X1-HUM

Repair Shop. This 30 metres long, 10 metres wide and 3 metres high wooden building lies south-east of the above boiler house. It is equipped with one [redacted] drilling machine, one grinding machine, and one welding machine. Minor repairs as required for the boiler house were carried out there.

Crane Production Shop No. I. It was 150 metres long, 50 metres wide and 10 - 12 metres high, situated east of the repair shop. It was equipped with several electric welding machines. The under-carriages of the cranes were welded here. [redacted] this building was erected in 1942 or 1943.

50X1-HUM

Crane Production Shop No. II. This 150 metres long, 50 - 80 metres wide and 8 - 10 metres high brick building is situated north-west of the above shop. It was equipped with four stamping machines. Sheet iron was cut there.

Empty Shop. A 300 metres long, 150 metres wide and 7 - 8 metres high empty shop was situated south of the above building.

Electrode Production Shop, Dynamo Station and Garages. These were housed in a 300 metres long, 150 metres wide and 7 - 8 metres high building west of the above shop. The electrode production shop was situated in the eastern part and equipped with one furnace, one lathe, and one electrode drying oven (2.- 3 metres long, one metre wide). Electrodes, required for the factory, were manufactured there.

50X1-HUM

The dynamo station situated in the centre of the building, was equipped with one [redacted] dynamo.
The garages lie in the western part and hose 2 - 3 cars

[redacted] the ZISS 11o car was a very modern 5 - 8 seater.

50X1-HUM

50X1-HUM

Store No. II. This was 70 metres long, 20 metres wide, and 5 metres high south of the above building. It contained several subterranian oil tanks. A pumping station was situated above ground. Lubricating oil used in the factory and oil paint were stored there. [redacted] the oil came from SVERDLOVSK. 50X1-HUM

Store No. III. It is a 200 metres long, 80 metres wide and 5 - 6 metres high building west of the garage. Pipes, iron, wheel sets, and sheet iron (1 - 5 mm) were stored there. 50X1-HUM

Store No IV. This was a 100 metres long, 30 metres wide and 7 - 8 metres high wooden building south of store No.II. [redacted] special material such as lacther, rubber, nails, screws, rubber boots and clothes were stored there. This store was specially guarded. An iron dump with a scrap shear and a coal dump lies east of this building.

Shed. A 8 - 10 metres long and 3 metres wide wooden shed, situated west of store No. IV.

Loco Shed. This is a 70 metres long, 50 metres wide and 5 - 6 metres high brick building south of the above shed. Russian steam locos were housed there.

Boiler House No. IV. It is a 50 metres long, 20 metres wide and 5 - 6 metres high wooden building west of the loco shed. It is equipped with 2 steam boilers, both in use. A 20 - 30 metres high steel chimney stood in the centre of the building.

Store No. V. It is a 20 metres long, 5 metres wide and 3 metres high brick building south of the above boiler house. Used lubricating oil was collected here. A pumping station was housed in the same building.

Empty Shop. A 500 metres long, 200 metres wide and 10 - 12 metres high shop lies west of the above store. 50X1-HUM

RAW MATERIAL. [redacted] bronze and copper ingots of 10 kg, termite ingots, steel ingots, and sheet iron came to 50X1-HUM this factory by rail. [redacted] the raw material came from GORKI, LENINGRAD and SVERDLOVSK. Wood came by rafts on the river. Steel pipes which are 30 - 35 mm diametre in lengths of 10 metres came also by rail. 50X1-HUM

PRODUCTION. The factory manufactured steam driven cranes of 6 - 8 tons. [redacted] approx. 30 cranes were finished per month and were sent by rail to LENINGRAD and MOSCOW. 50X1-HUM

POWER. [redacted] the power station was supplied by power from a power station at KIROV. The current was [redacted] worked only during interuptions. 50X1-HUM

50X1-HUM

WORKING CONDITIONS. [redacted] this factory worked mostly in a very primitive manner. There were no lavatories for the workers. The Russian workers had for breakfast only a piece of dry bread and boiled water from containers distributed in the whole factory. [redacted] 50X1-HUM

EMPLOYEES. Approx. 2 - 3000 workers were employed per shift. There were three shifts per day from 0800 - 1700 hrs, 1700 - 0100 hrs and 0100 - 0800 hrs., six days a week. 50X1-HUM

50X1-HUM

MANAGEMENT. [redacted] all engineers in this factory wear uniform. The engineer in charge of the boiler houses was a certain SKOVAPOFF. His deputy was a major named BOLNIKOV. The foreman was named NIKOLA-PALEVITSCH PONOMAROFF.

ROAD/RAIL COMMUNICATION. A road runs from KIROV centre to the factory. Inside the factory there were several minor roads. The broad gauge main line runs south of the factory leading to KIROV. A branch line links up the various buildings.

SECURITY. The factory was surrounded by a 2 metres high wooden fence with a barbed wire top. Russians, equipped with pistols, guarded it. The workers had special passes which were renewed every three months.

50X1-HUM

STEAM HEATING PIPE LINE. [redacted] in KIROV, [redacted] 50X1-HUM [redacted] the construction of a new pipe-line leading from the power station to the theatre. It was an underground line consisting of 38 cm diametre pipes. [redacted] the chief engineer for this pipe-line was a certain ALEXANDER WASSILITSCH. His deputy was a woman engineer named ALEXANDRA KORTSUKOWSKA.

50X1-HUM

50X1-HUM

ENGINEERING WORKS. It was called OSMU and covered a site of 150 x 80 metres, situated north of the 1st of MAY WORKS. [redacted] there was a smithy and a carpenter's shop [redacted]

TOWN ADMINISTRATION. A branch of the town administration was housed in a 10 metres long, 5 metres wide and 2 stories high building east of the OSMU on the other side of the LENINGRAD road.

SHOP. A 15 metres long, 8 metres wide and 3 storeys high shop lies north of the above building. Living accommodation for the engineers of the 1st of May Works were in the upper storeys.

NITKI SAVOD - THREAD FACTORY. It was housed in a 150 metres long, 20 m wide and two storied building north-east of the shop.

PETROL STATION. It was 4 metres square and 2 metres high, situated north-east of NITKI SAVOD. Benzine, petroleum and lubricating oil was sold there.

HOSPITAL. An 80 metres long, 10 metres wide and 4 storeys high hospital lies north of the petrol station.

THEATRE. It was 30 metres long, 20 metres wide and 10 metres high, situated on the end of the KIROV road east of the hospital. The theatre square was covered with trees.

SHOP. A 10 metres square, 2 storeys high shop lies north of the theatre on the other side of the road.

ARMY STORE. There was a 30 metres long, 5 metres wide and 4 metres high wooden barrack west of NITKI SAVOD. Benzine, tyres and other motor truck parts were stored there.

CONVICTS CAMP. It was housed in a 50 - 70 metres long, 20 metres wide wooden building north of the Army Store.

BARRACKS. A 20 - 30 metres long, 5 metres wide wooden barrack hut housing approx. 50 - 100 soldiers was situated south-west of the camp. KIROV Market square lies south of this barracks.

SCHOOL. A 10 metres long, 5 metres wide, 2 storied school lies west of the market square.

AMMUNITION STORE. It was housed in a 30 metres long, 20 metres wide and 10 metres high building north of the school. Ammunition for carbines, machin guns and light anti-aircraft guns was stored there.

50X1-HUM

SAW MILL. Two [redacted] saw frames were situated on a square north of the above store.

50X1-HUM

ARMY REPAIR SHOP. This covered a site of 50 x 20 metres. There were two 5 x 5 metres square barrack huts on the site. Motor trucks [redacted] were repaired there.

KRIN SAVOD. This covered a site of 50 - 60 x 20 metres and is situated north of the repair shop on the corner of the KIROV road and the road leading to the VIATKA river. [redacted] medical instruments, such as shears, dissecting instruments and X-ray apparatuses were manufactured there. A 20 - 25 metres high brick chimney is on the south-west corner of the site.

ARTIFICIAL LIMBS FACTORY. This was housed in a 50 metres long, 10 metres wide and 3 storeys high building east of KRIN SAVOD.

RUBBER FACTORY - ISHKUS. This covered a site of 300 x 400 x 70 - 80 m and was situated north-west of KRIN SAVOD. It consisted of the following buildings:-

a) Garage. This is 20 metres long and 5 metres wide in the south-western corner of the factory. It housed 5 - 6 cars, 3 - 4 trucks and fire engines.

b) Administration. This was 10 metres long, 5 metres wide and 2 storeys high, north of the garage.

c) Production Shop. This was a 40 metres long, 10 m wide and 10 metres high building north of the administration. A 15 metres high steel chimney stood on its north-western corner.

d) Fire Station. This was 10 metres long and 5 metres wide and housed several fire engines.

e) Drying Shop. This was housed in a 10 metres long and 5 metres wide brick building east of the production shop.

f) Magazine. This lies south of the fire station and is 6 metres long and 5 metres wide.

50X1-HUM

Production. [redacted] artificial leather and rubber tyres and tubes were manufatured in this factory. [redacted] linen used in this factory came from the NITKI SAVOD.

50X1-HUM 50X1-HUM

POWER STATION. A power station supplying KIROV with electric current is situated north of the above factory [redacted]

KINDERGARTEN. This is situated on a 30 metres long and 10 metres wide site south of the rubber factory. It consisted of an 8 metres square and 2 storeys high brick building.

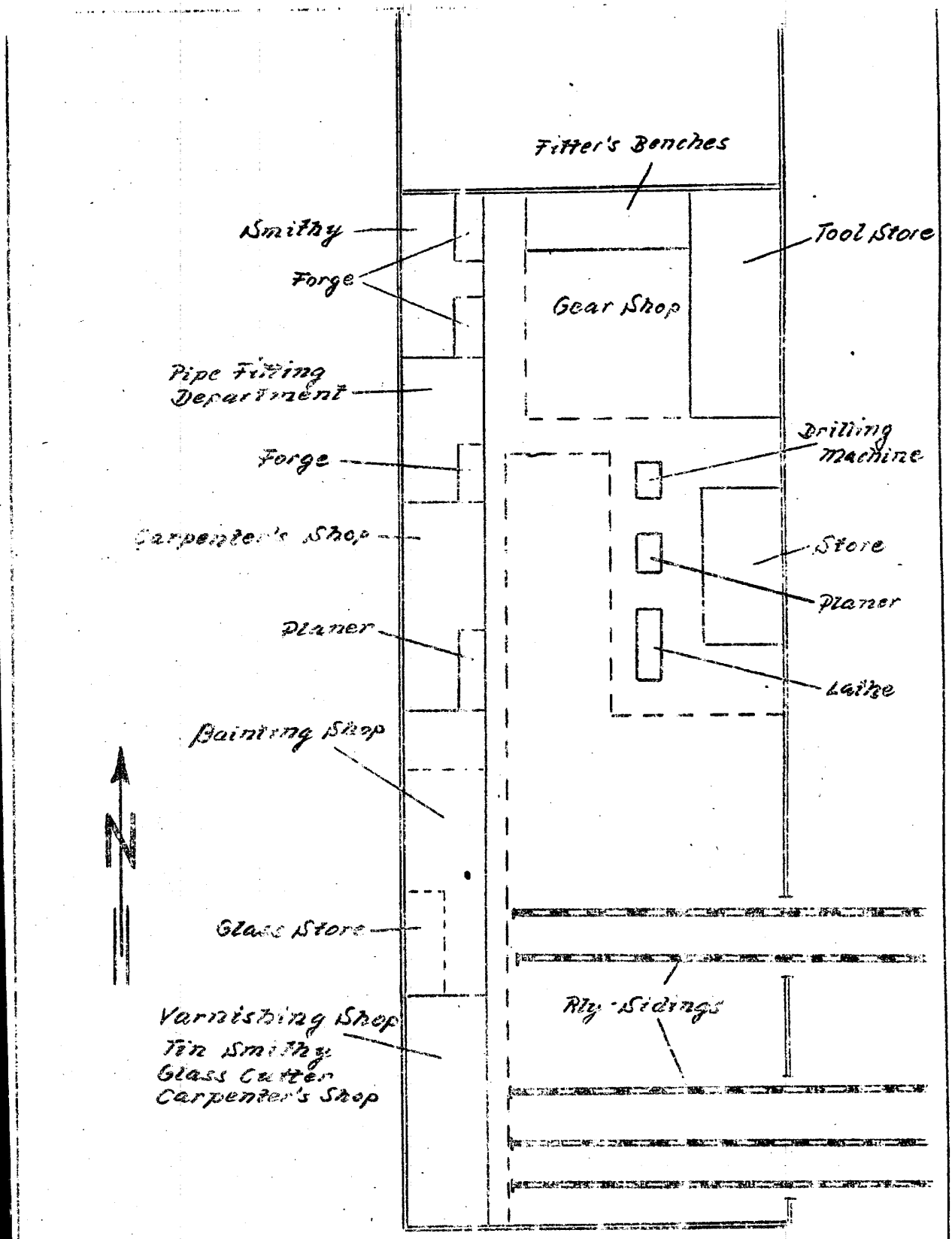
CONVICTS CAMP. This covers an area of 100 x 30 metres and is situated west of the OSNU engineering works.

PIN-POINTING. The 1st of MAY WORKS is recognizeable by following the WIATKA river which flows approx. $2\frac{1}{2}$ - 3 km north of the factory. The theatre is another landmark.

50X1-HUM

RUSSIAN CAMP OFFICERS. [redacted] the POLIT COMMISSAR at Camp KIROV was a certain MELNIKOV. His deputy was named PARIN.

5 sketches (a, b, c, d, and e) enclosed herewith.



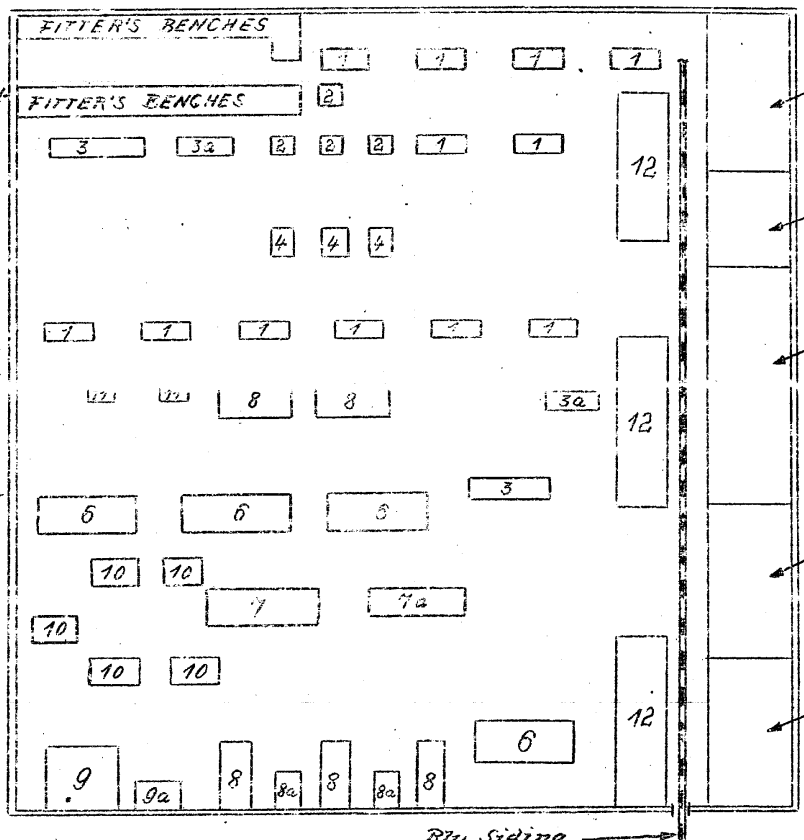
FIRST OF MAY WORKS
Crane Factory at Kirov

FINAL ASSEMBLY AND PAINT SHOP

Sketch C | Scale 1:1000

50X1-HUM

1.) Lathe
2.) Slotting Machine
3.) Vertical Lathe
3a.) " "
4.) Drilling Machine
5.) Centering Moulding Machine
6.) Heavy Lathe
7.) Large Drill
7a.) Small Drill
8.) Large Milling Machine
8a.) Small Milling Machine
9.) Large Drill
10.) Gear Miller
11.) Thread Cutting Machine
12.) Material Store
5 Overhead Cranes of 5 ton capacity



Mechanical Workshop I.

Sketch D Scale 1:500.

50X1-HUM

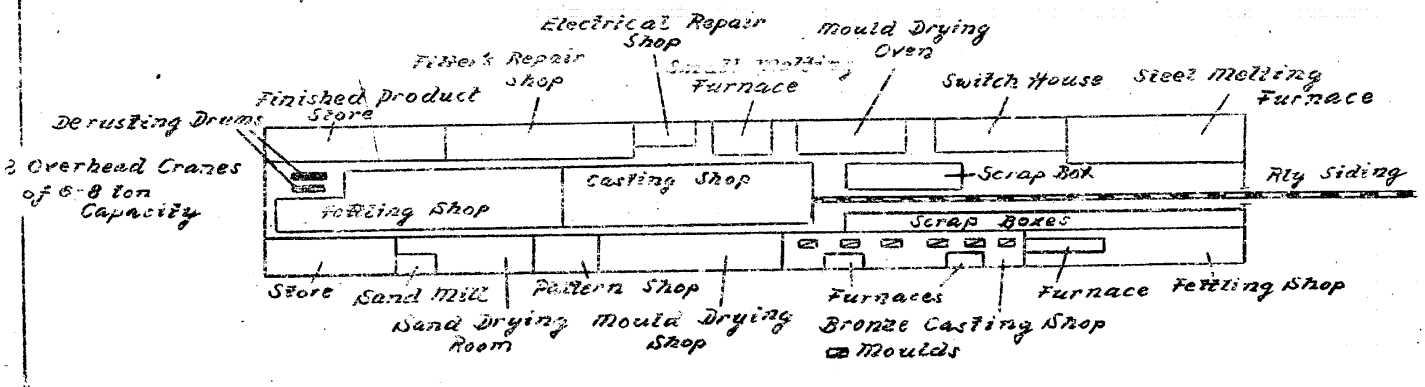
FIRST OF MAY WORKS Crane Factory at Mirov

Sketch E | Scale 1:1000

50X1-HUM

Casting Shop

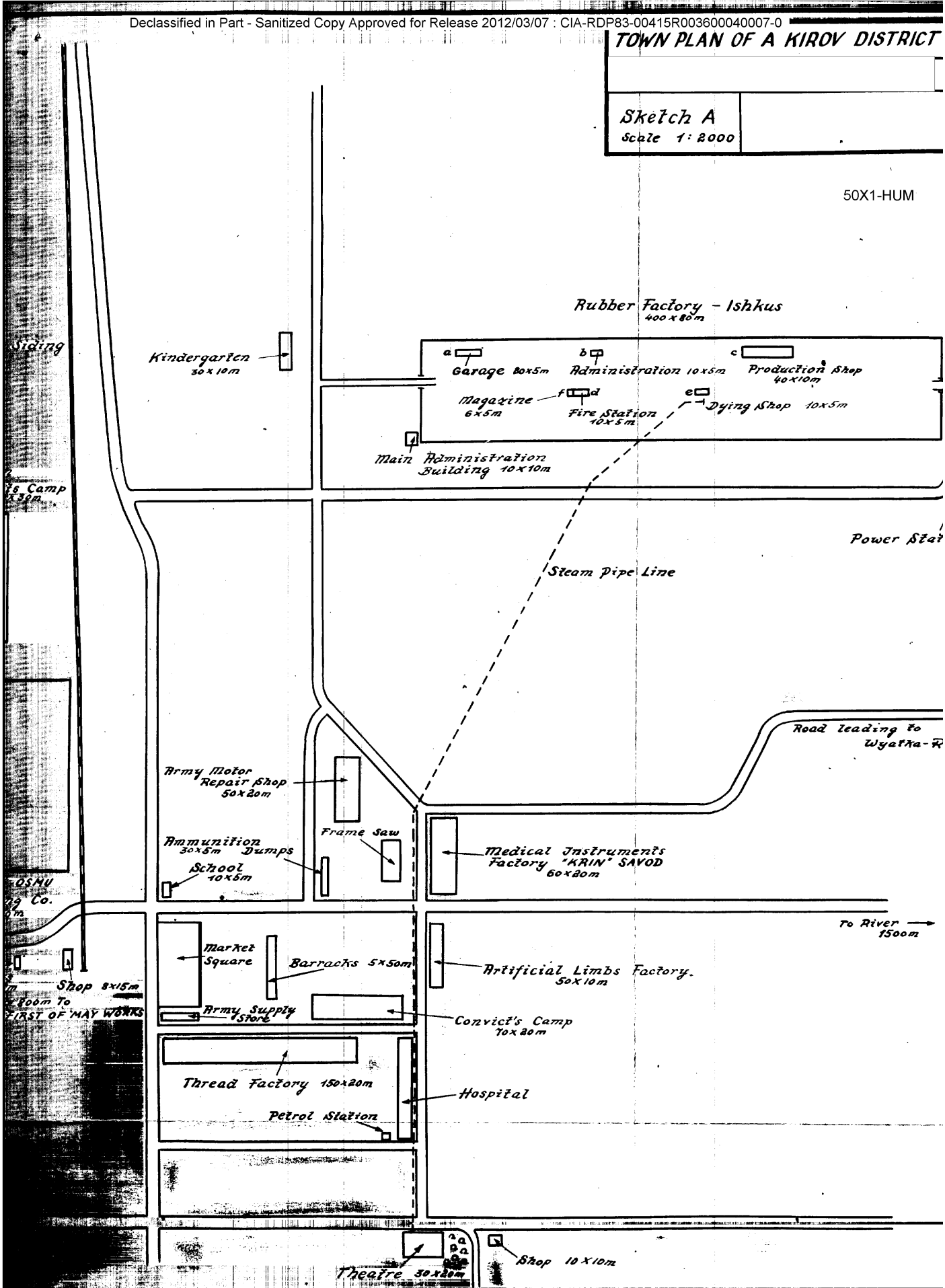
200 x 30m

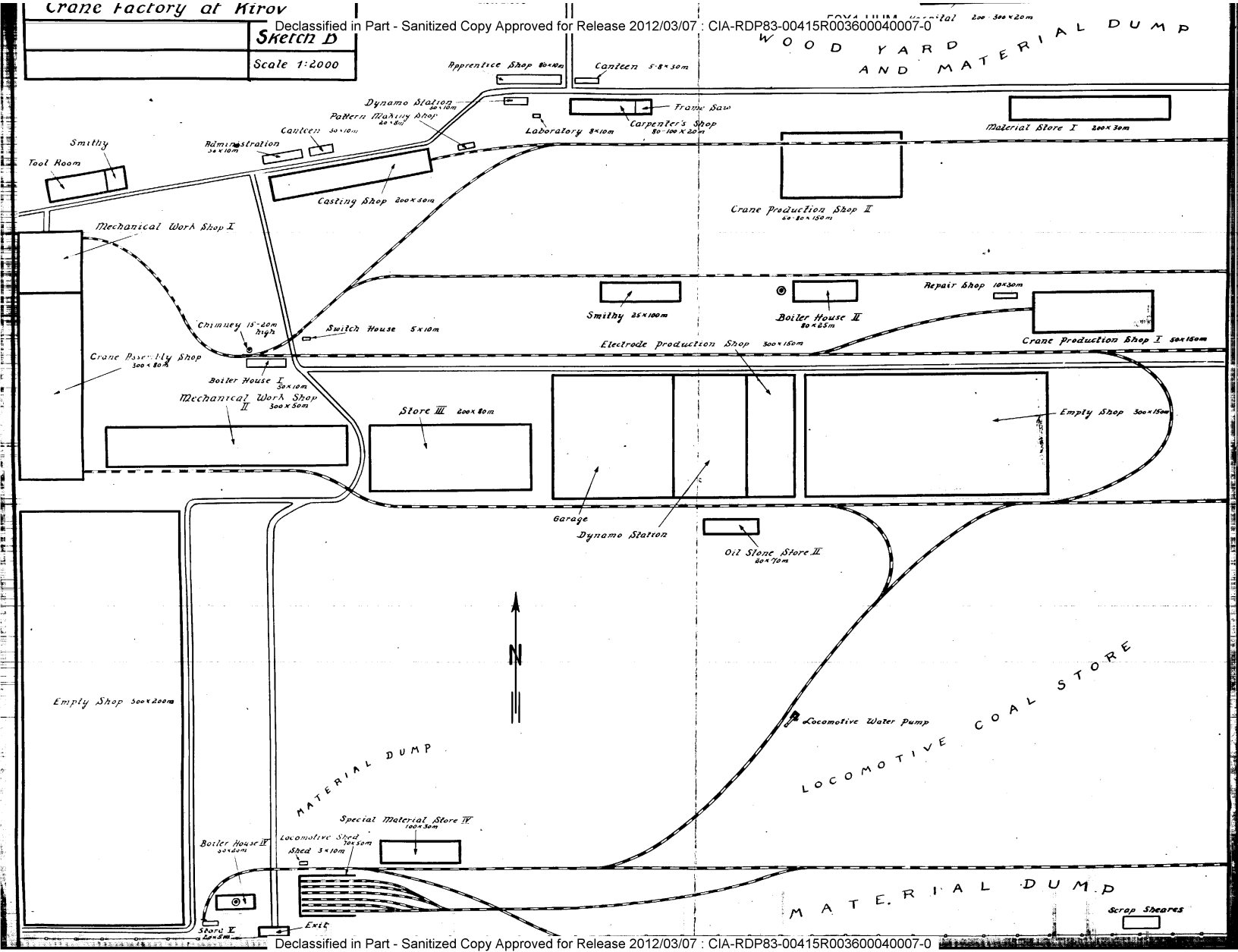


TOWN PLAN OF A KIROV DISTRICT

Sketch A
Scale 1: 2000

50X1-HUM





50X1-HUM

SECRET 50X1-HUM

KIEV

50X1-HUM

Armaments Factory

1. Name of factory was "Sowet Bolshewik" 50X1-HUM

2. The factory was situated south of KIEV on the southern edge of the town. See also attached sketch.

3. For the layout of the factory see attached sketch.

4. Seven days a week were worked in the factory; Ps.W. worked in two shifts of 8 hrs each 50X1-HUM

5 50X1-HUM

6. All individual buildings on the factory site had railway connections loading and despatching was probably done during the hours of darkness.

7. The Electric Generating Plant of the factory is shown under No.19 on the attached sketch.

8. See also No.6. ,raw 50X1-HUM materials delivered to the factory arrived by rail and taken straight into the factory buildings.

9. See 6.

10. the factory was an old one which was being re-const 50X1-HUM after having been damaged during the war, no evidence of new extensions being planned. 50X1-HUM

11. 50X1-HUM

GENERAL

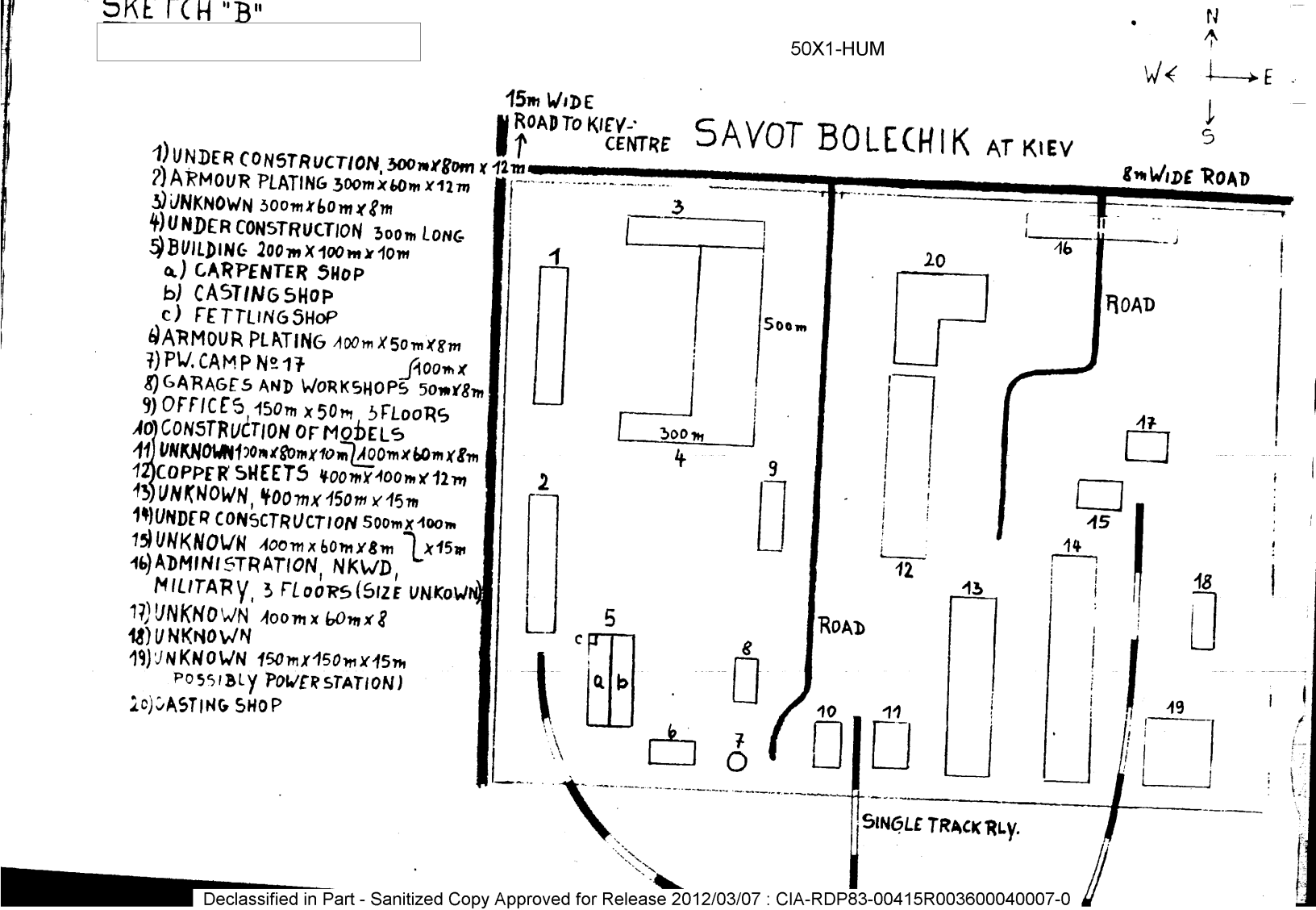
The factory area was surrounded by a 3 meter high wall which had watch towers at regular intervals. These watch towers were manned by military, and outside the wall, German Ps.W had to patrol the area in order to keep off unwanted visitors. These Ps.W., who were not armed, were thus guarded by 50X1-HUM the military from the watch towers.

new processes were tried out in this factory and that it was also used as a Research Station for steel alloys.

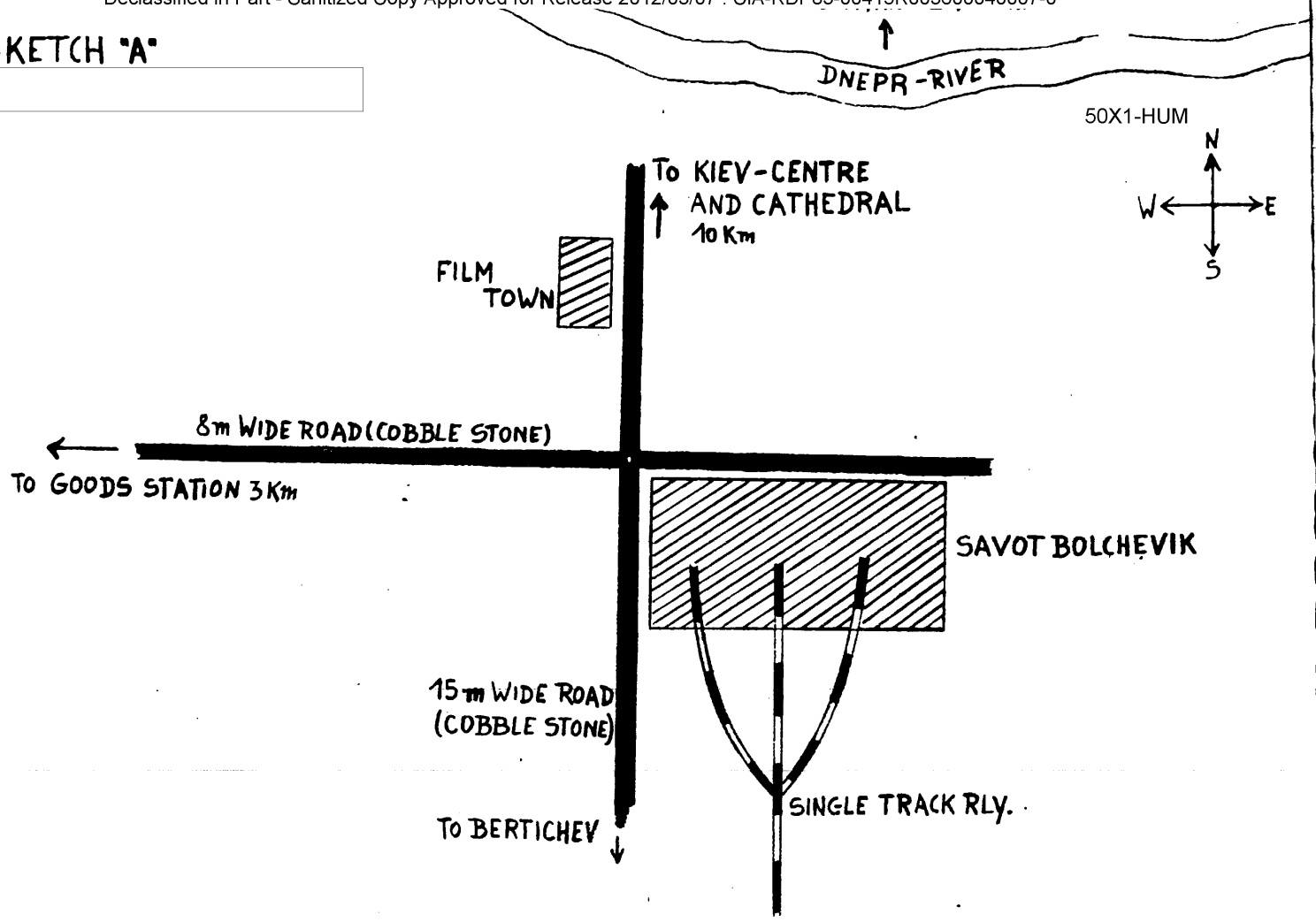
50X1-HUM

SKETCH "B"

50X1-HUM



SKETCH "A"



50X1-HUM

50X1-HUM

(1) The name of the power station was POWER STATION KAUNAS. 50X1-HUM

(2) The power station is located 3-4 km north-west of KAUNAS approximately 2½ km north west of KAUNAS railway station, (which is on the western outskirts of the town), approx. 200 metres east of the single track railway line running between KAUNAS and RIGA, approx. 50 metres north of the MEMEL. See sketch A.

(3) The power station covers an area of approximately 100 x 30 metres (see sketch B). 50X1-HUM

The main building, a brick structure, is approx. 60 metres long, 30 metres wide and 12 metres high, and has a flat concrete roof. The boiler house, approximately 10 metres west of the main building, is approximately 20 metres long, 20 metres wide, and 12 metres high. Both structures have flat roofs. 50X1-HUM

(4) approximately 20 workers were employed on each shift. 50X1-HUM

(5) there are 2 turbines in the main building.

(6) 50X1-HUM

(7) The fuel used was coal, which came from SILESIA by rail. the daily consumption of coal at 300-400 tons. 50X1-HUM

(8) The principal user of the power generated was the town of KAUNAS. The power was supplied by underground cables.

(9) The power station was built before the war. It had been partly destroyed but repair work was completed 50X1-HUM

(10) The power station belongs to the town of KAUNAS.

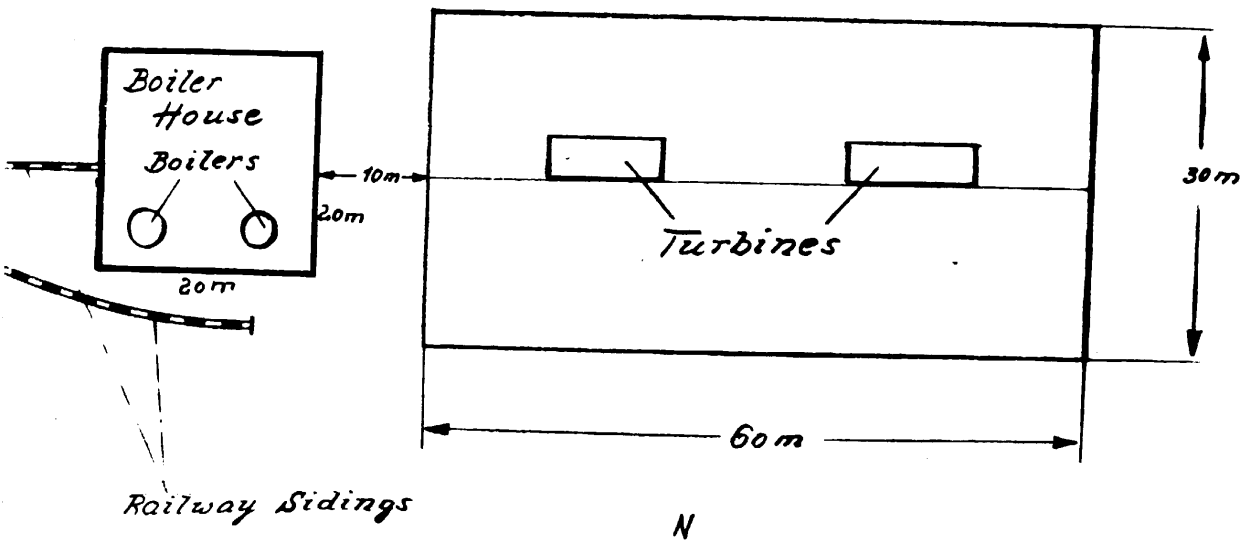
PIN POINTING.

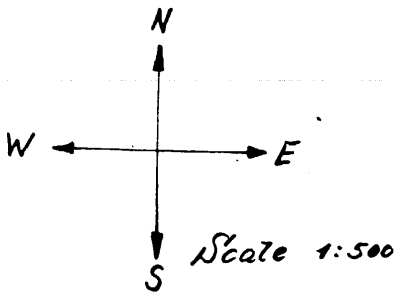
Landmarks that make it easy to recognize the Power Station on the north western outskirts of KAUNAS are:- The river MEMEL (distance from the Power Station 50 m in a southerly direction); the single track railway

Contd 2/-

line, which, after having run underneath the river MEMEL through a tunnel, runs 200 metres west of the power station in a northerly direction; a village, approximately 100 metres north west of the power station, and KAUNAS railway station, which lies approximately 1½ km south east of the Power Station.

Two sketches enclosed.

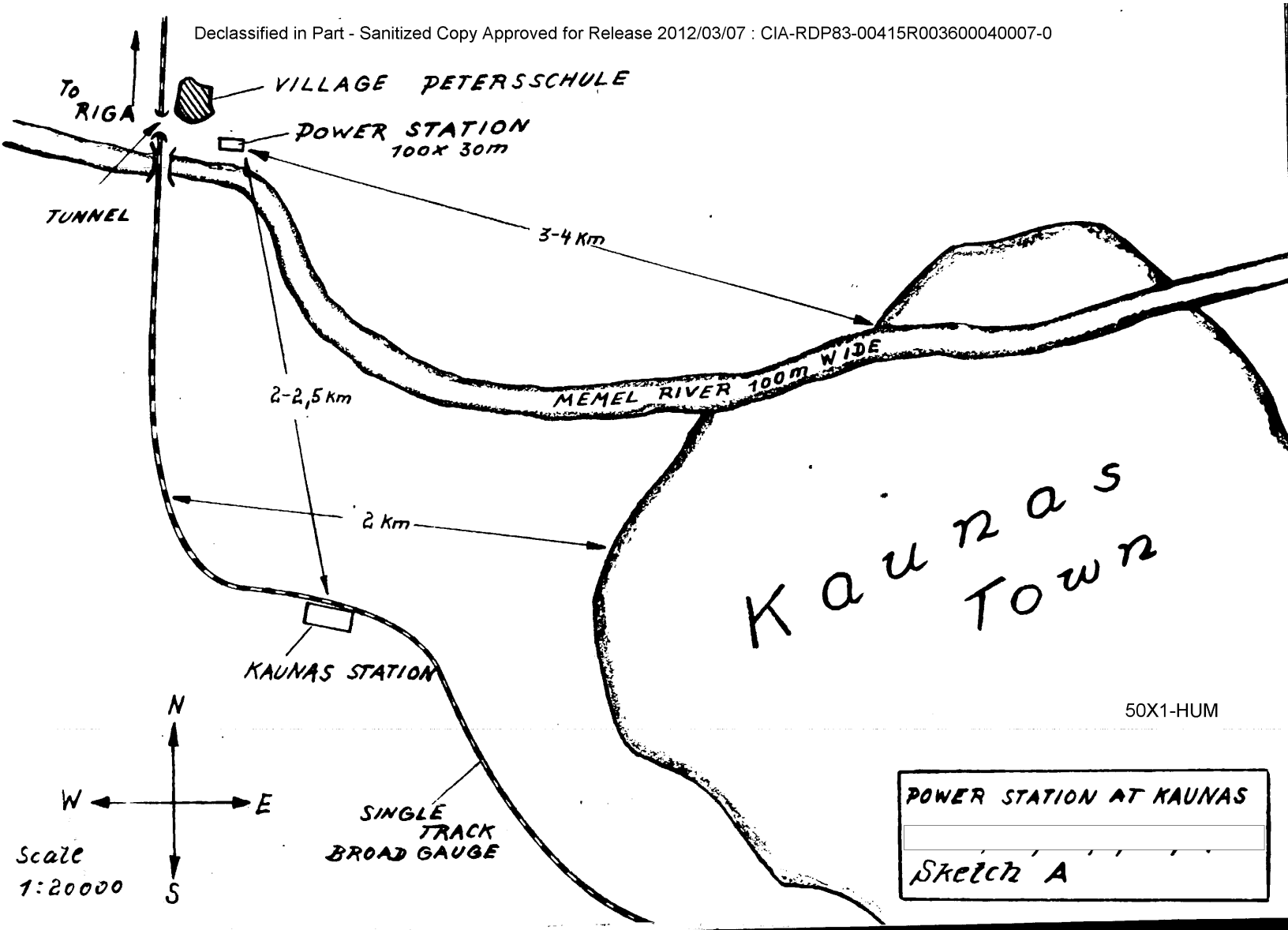




50X1-HUM

Power Station At Kaunas

Sketch "B"



50X1-HUM

50X1-HUM

Security Grading:- Secret.
Copy No.:-
Date:- 3rd May, 1949.

50X1-HUM

50X1-HUM

50X1-HUM

[redacted] CITY [redacted] has a population of over 1 million inhabitants.

[redacted] various industrial plants are shown on the sketch.

The "SCH.P.S." houses had 2 stories and each story had 1 long corridor with 10 rooms (5 x 4 metres) on each side. The rooms had wooden floors, the walls were painted and electric light was laid on. The houses on the "[redacted]" and the 3, 4, 5, and 6 estate were intended for families, who were given 2 and 3 rooms each. The buildings were of the same size as those on the "SCH.P.S." estate but there were more entrances. 50X1-HUM

People moved in as soon as a house was finished on the "SCH.P.S." estate.

[redacted]

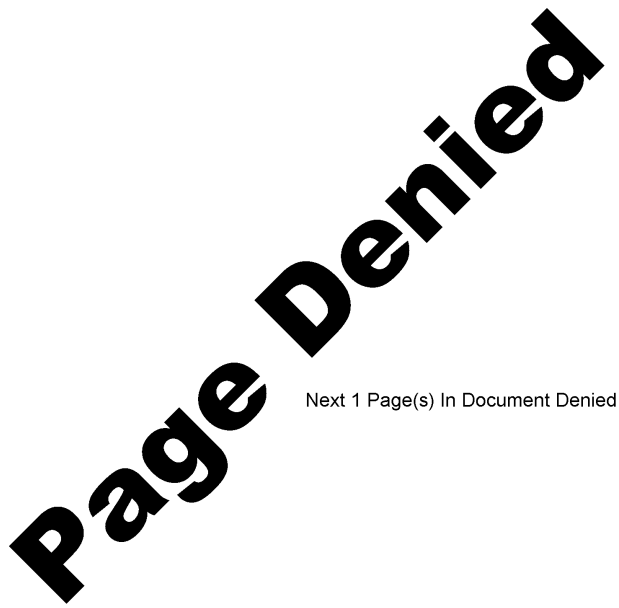
Shown on the sketch is also the main road which runs from east to west through the town. This road is called "ULICA [redacted]" and the road is approximately 15 metres wide.

50X1-HUM

50X1-HUM

[redacted]

50X1-HUM



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50X1-HUM

(1) The principal units of the works had at official numbers, 10, 12, 13, 17, 21, 22, and 28. 50X1-HUM

(2) The works are located 500 metres south of the double track broad gauge railway line running between NOVO SIBIRSK and TAYGA, and 3 km north east of the railway station, and the village YURGA 2. See sketch 1. 50X1-HUM

(3) The works cover an area of approximately 1.500 x 1.000 metres. the principal units of the works. The numbers correspond to these of sketch 1. For lengths and widths see sketch 2. All the shops were brick structures with flat roofs. 50X1-HUM

No. 1. Yard for the storage of machines and spare parts; an open space, 200 m long and 100 metres wide, surrounded by a wooden fence, 1½ metres high. On it were stored big wooden boxes containing machines, imported 50X1-HUM whose kind of machines the boxes contained. Spare parts and tools were stored as well. P.W.s were not allowed to enter the yard.

No. 2. Metal working shop, 60 metres long, 30 metres wide, 10 metres high. The shop contains the smithy; 2 travelling cranes (carrying capacity 5 tons each); one big plate 50X1-HUM shearing machine, (make GOLIATH), which could cut steel plates up to 32 mm thick; 2 modern drilling machines; one big planing bench (make WAGNER, DORTMUND) for the planing of rails; 3 lathes; 1 locomotive shed; fire brigade equipment.

No. 3. A structure, 20 metres long, 10 metres wide, 8 metres high, the function of which subject does not know, as it was closed to P.W.s after completion.

No. 4. Steel works. 40 metres long, 40 metres wide, 15 metres high; not at work. They are equipped with 2 MARTIN furnaces and 1 travelling crane.

No. 5. Two chimneys. 50 metres high.

No. 6. Craneway.

Contd 2/-

No. 7. Sloping bridge for the transport of ore from No. 8 to No. 4.

No. 8. A six metres high structure, 4 metres long and 4 metres wide, [redacted] 50X1-HUM

No. 9. Foundry. 20 metres long, 10 metres wide, 12 metres high. It is equipped with 1 electric furnace (5.000 amperes) and 2 other furnaces.

No. 10. Mechanical workshop. 30 metres long, 20 metres wide, 10 metres high. [redacted] 50X1-HUM

No. 11. A structure, 20 metres long, 5 metres wide, and 8 metres high, where oxygen cylinders were filled.

No. 12. Under construction. 80 metres long, 40 metres wide, 15 metres high. [redacted] 50X1-HUM

[redacted] this will be a rolling mill. 50X1-HUM

No. 13. Mechanical workshops. 60 metres long, 60 metres wide, 10 metres high. P.W.s were not allowed to enter the shop, but on various occasions [redacted] gun barrels being taken out of the shop. 50X1-HUM

No. 14. Hardening Shop. 50 metres long, 20 metres wide, 30 metres high; not at work.

No. 15. Boiler House. 30 metres long, 30 metres wide, 10 metres high. [redacted] 50X1-HUM

No. 16. Hammer work. 40 metres long, 20 metres wide, 12 metres high. [redacted] 50X1-HUM

No. 17. P.W. Camp.

No. 18. An open space for the manufacture of asphalt,

No. 19. Mechanical workshop, 20 metres long, 8 metres wide, 5 metres high, where building machines were repaired.

No. 20. A space, 100 metres long and 80 metres wide, surrounded by a wooden fence. Inside the space there were:-

A saw mill,
A Joiner's shop,
A Wire Plaiting shop,
A shop for the casting of concrete,
A slag stone press,
A small boiler house with 2 boilers.

(4) 6 days a week were worked in 3 shifts of 8 hours each.

(5) Approximately 400 workers were employed on each shift. [redacted] 50X1-HUM

(6) The products of the works were:-
Product of shop No. 2:- Steel structures.
[redacted] the output at 10-12 tons per day. 50X1-HUM
Production of shop No. 9:- Plates for furnaces, doors for furnaces, bearing bushes for compound bearings, parts for guns.
[redacted] 50X1-HUM
[redacted] 50% of the products of the metal working shop were waste.
Products of No. 13:- Probably gun barrels.
[redacted] 50X1-HUM
Products of No. 18:- Asphalt.
The output was approx. 15 cubic metres per day.
Products of No. 20:- Saw mill:- Boards of every description.
Output approximately 80 cubic metres per day.
Wire Plaiting Shop:- Plaited wire for concrete slabs and concrete pylons.
[redacted] 50X1-HUM

(7) There was no electric generating plant inside the works area. Power was delivered by overhead cables. Subject does not know where the power came from.

(8) Raw materials delivered to the works were:-
Scrap iron, iron bars, steel plates, angular iron, T-iron, U-iron. 50X1-HUM
[redacted] the material [redacted] 50X1-HUM
[redacted] was delivered by rail.

(9) [redacted] where the products of the works were delivered to. They were dispatched by rail.

(10) The construction of the works commenced in 1942. The works are not yet completed. [redacted] 50X1-HUM
[redacted] the works will eventually cover an area of 40 km x 40 km.

(11) The works are state controlled.

Pin Pointing.
It is easy to recognize the works, owing to the fact, that they are located only 500 metres south of the double track railway line running from NOVO SIBIRSK to TAYGA in a north-easterly direction. A landmark is the single track railway line, which branches off the main line 1 km south-west of YUNGA 1 and runs in a southerly direction. The works lie approximately 25 km. north of this junction.

Contd 4/-

There is another village, YUNGA-2, which lies on the above mentioned railway line between NOVO SIBIRSK and TAYGA. The distance between YUNGA 1 and YUNGA 2 is 10 km, and that between YUNGA 2 and the works approximately 5 km. The works are surrounded by potatofields and cornfields.

50X1-HUM

50X1-HUM

the construction of a bridge across the river TOM in KEMEROVO. The spot where the bridge was being constructed is approximately 200 metres south east of KEMEROVO railway station (see sketch C).

50X1-HUM

5 concrete pylons had been completed. These pylons were in the river bed, approximately 6 metres under the water level, and rising approximately 15 metres above the water level. Each of these pylons was 20 metres long, and 4 metres wide. Work had commenced for the construction of sixth pylon in the river bed. The 2 pylons in the middle of the river were a bit higher than the others, from which fact the

50X1-HUM

superstructure of the bridge itself will be slightly arched. the ultimate number of pylons

50X1-HUM

in the river bed will be 6, and that another 6 pylons will be built on the northern bank of the river, as the ground is rather low there. No pylons will be built on the southern bank of the river, where the superstructure will rest on a dam.

The river is 200 metres wide, but the length of the bridge will be 300 metres, owing to the circumstance that the ground flanking the northern bridge head is, as mentioned above, rather low. It will be approximately 25 metres wide.

The bridge will be used by vehicles, trams, and pedestrians only.

50X1-HUM

the cement for the construction of the pylons was delivered by trucks. The gravel was taken out of the river.

50X1-HUM

The bridge construction mechanical equipment consisted of 2 concrete mixers and one shovel dredger

50X1-HUM

6 days a week were worked in 3 shifts of 50 men each. (P.W.s only).

The construction of the bridge commenced in 1947. It will be completed in 1952.

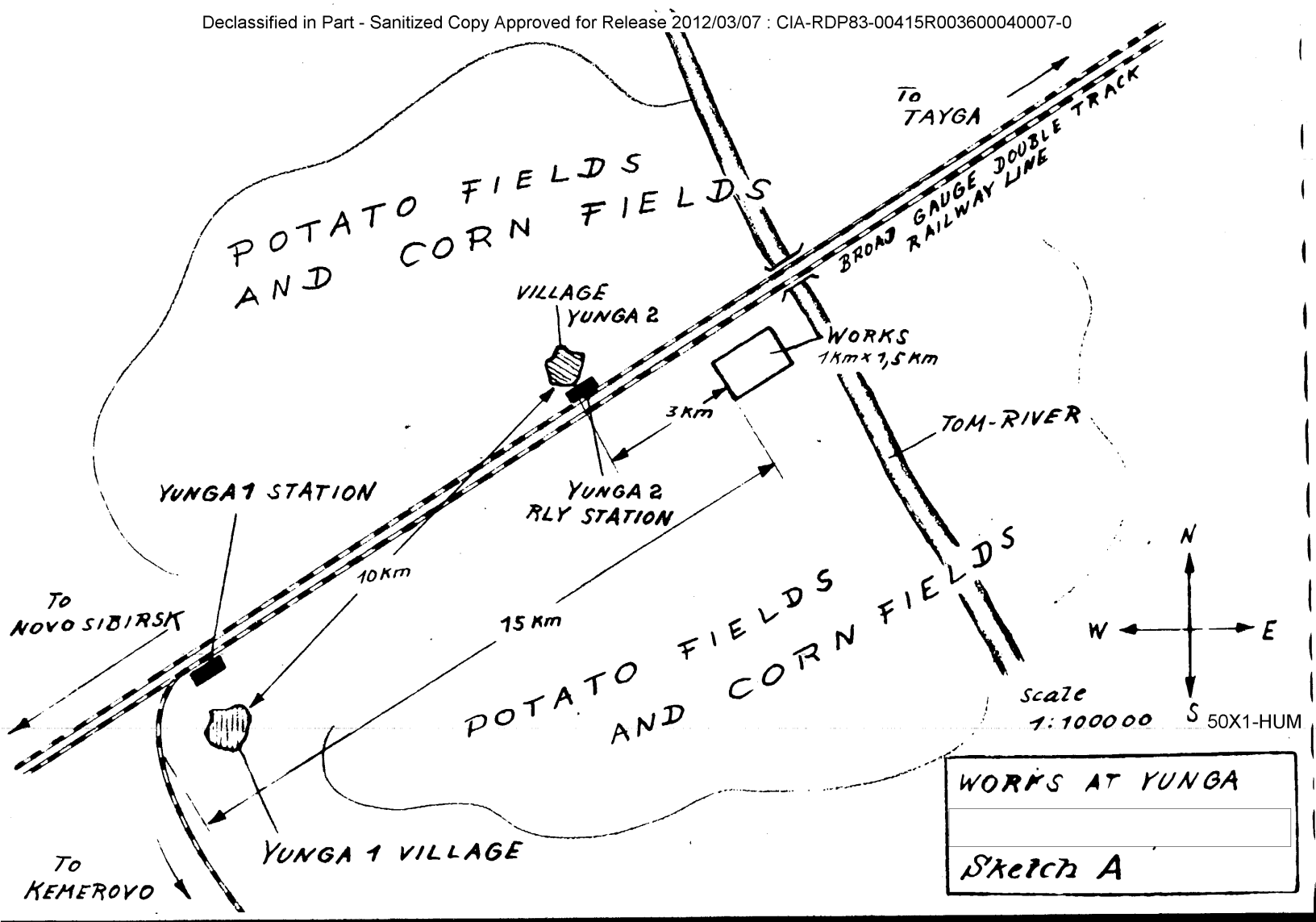
50X1-HUM

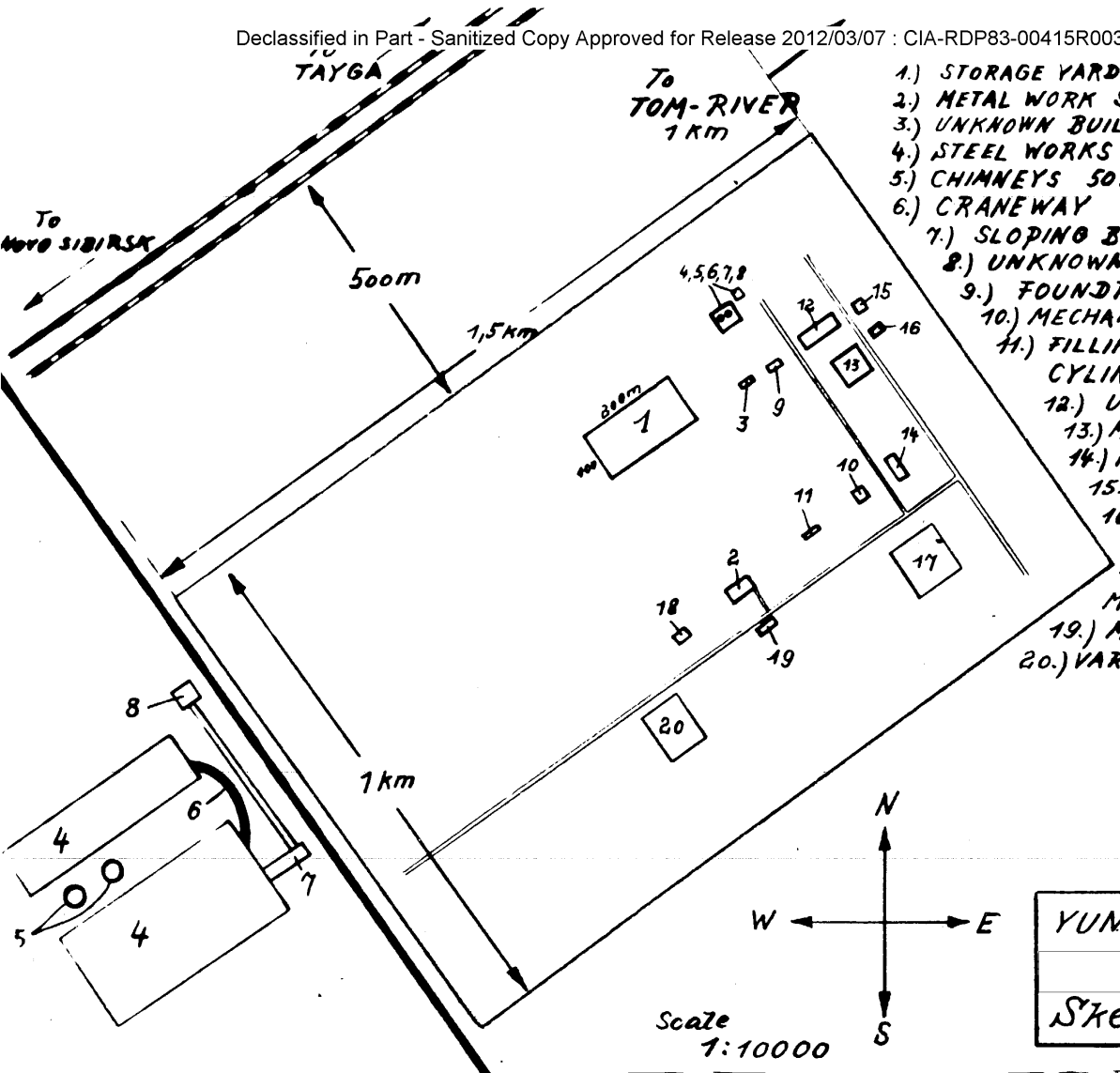
it will be a suspension bridge or an arched bridge.

50X1-HUM

PIN POINTING!

Landmarks, which make it easy to recognize the bridge are:- The railway station, which lies approximately 200 metres north-west of the bridge, and a big power station with 9 high chimneys, which lies approximately 100 metres west of the bridge.



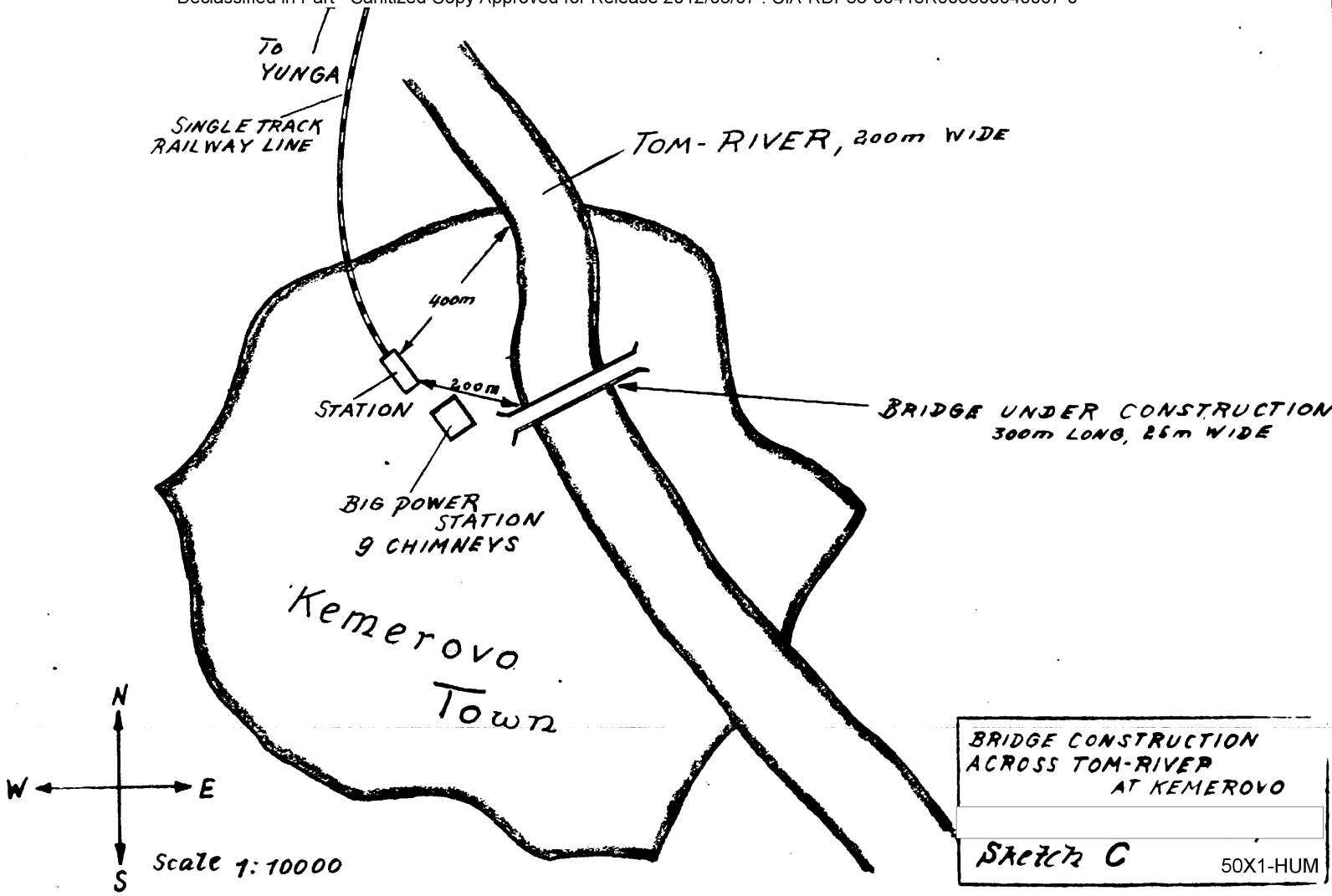


1.) STORAGE YARD OF MACHINES AND SPARE PARTS
2.) METAL WORK SHOP 30×60m
3.) UNKNOWN BUILDING 10×20m
4.) STEEL WORKS 40×40m
5.) CHIMNEYS 50m HIGH
6.) CRANEWAY
7.) SLOPING BRIDGE
8.) UNKNOWN BUILDING 4×4m
9.) FOUNDRY 10×80m
10.) MECHANICAL WORK SHOP 30×30m
11.) FILLING STATION FOR OXYGEN CYLINDERS 5×20m
12.) UNDER CONSTRUCTION 80×40m
13.) MECHANICAL WORK SHOP 60×60m
14.) HARDENING SHOP 50×20m
15.) BOILER HOUSE 30×30m
16.) HAMMER WORK 40×20m
17.) P.O.W. CAMP
18.) OPEN SPACE FOR THE MANUFACTURE OF ASPHALT
19.) MECHANICAL WORK SHOP 20×8m
20.) VARIOUS WORK SHOPS 100×80m

50X1-HUM

YUNGA WORKS

Sketch B



BRIDGE CONSTRUCTION ACROSS TOM-RIVER AT KEMEROVO

Sketch C

50X1-HUM

50X1-HUM

SECRET

50X1-HUM

1.

2. North of the town of BUY, about 5 km from the town to the southern boundary of the 'colony', which was situated on the Eastern bank of the River KOSTROMA, and occupied an area about 2 km wide and anything from 5 to 10 km long. A sketch showing the approximate location is attached as Appx. 'A'.

50X1-HUM

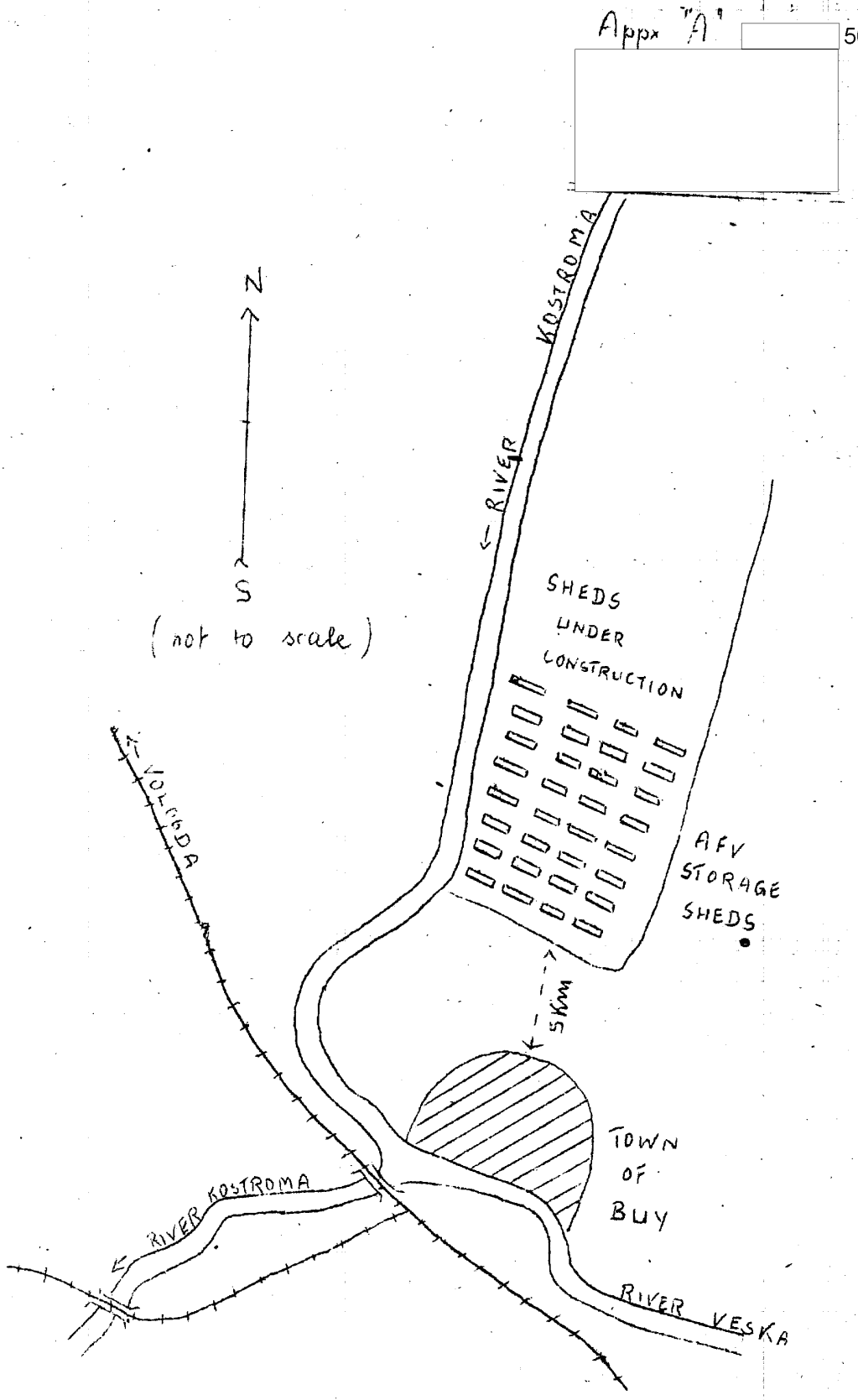
3. The 'colony' consisted of about 50 completed huts in rows of 4 to 6, with about 50 metres between rows, it was intended to construct at least 50 more. Each hut was about 65 metres long and 12 metres wide, divided by posts into 12 compartments, each to take one AFV. The huts were of unpainted wood, with roofs of black (tarred) roofing felt. Each hut had walls on 3 sides only, the 'front' remaining open. Floor was of sand, but provided with a pair of parallel wooden structures, like massive duckboards, to take the tank tracks.

50X1-HUM

4. As soon as each hut was finished, it was occupied by 12 tanks of the same type, T.34 tanks, and 50X1-HUM
"Josef Stalin" tanks (exact type or designation not known), also T.34 50X1-HUM
chassis mounting an SP gun, believed to be a 10 cm howitzer.
about 800 tanks were present in the area
some already provided with a shelter; others parked nearby, covered with tarpaulins, and waiting for huts to be completed. 50X1-HUM

5. The terrain at that particular point was of firm sand, about 7-8 50X1-HUM
metres above the river level, and generally suitable for tanks. There was a barracks for tank troops in the town of BUY

it was a storage park for AFVs, as vehicles which arrived were immediately thoroughly cleaned, oiled, greased, covered with tarpaulins and left, either under shelter or parked nearby. The personnel appeared to be constantly changing, i.e. each tank was dealt with by its own crew, who disappeared as soon as their task was finished. There did not appear to be any permanent cadre. any equipment or 50X1-HUM
preparations for carrying out repairs, other than the general cleaning, oiling, etc. mentioned above.



50X1-HUM

50X1-HUM

24th May, 1949 SECRET

Electric motor factory at KHARKOV

50X1-HUM

1. The factory was known to the PsW employed there as "Elektro Werk" and to the Russians as "Elektro Stantsiya". 50X1-HUM

2. The factory was located approximately on the eastern outskirts of KHARKOV (Europe 1;1,000,000 Sheet M.3 Lat. 36° Long 49°);almost adjoining its northern wall was a steel foundry with two blast furnaces. Other landmarks in the town in relation to the factory were:-

(a) a tank barracks which lay outside the town c. 4 kms north of the factory,

(b) a tank factory which adjoined the tank barracks,

(c) KHARKOV main railway station c. 3 kms N.W.,

(d) KHARKOV goods station c. 3 kms N.W.,

(e) the Red Square (Rote Platz) c. 4 kms west,

(f) threshing and mowing machine factory c. 9½ kms west,

(g) tractor factory c. 9 kms west.

The river KHARKOV flowed from north to south c. 4 kms west of the factory. The factory was surrounded by a brick wall, topped by barbed wire with watch towers manned by armed Russian civilians at each corner. A sketch showing the factory's location and other landmarks is attached at appendix 'A'.

3. A sketch showing the approximate layout of the factory is attached at appendix 'B'. The buildings have been labelled as follows:

'A' - entrance.

'B' - messing hall (note: although sections 'B' - 'E' comprised one building, the dimensions will be given separately), a building of stone construction c. 15 metres square.

'C' - kitchen c. 17 metres long.

'D' - food store, c. 6 metres long.

'E' - the woodworking or carpenters shop. 20 metres long, containing one planing machine, two circular saws, one band saw and 6 or 7 work benches. 8 PsW and 4 Russians were employed in this section on one shift on manufacturing small boxes for housing the electric motors and planks for building and repair work within the factory compound.

'F', the "Stanzerei" or die-stamping shop, c. 20 metres long. This section contained one large and one small die-stamping machine (the large one was an old delapidated machine, but the small one was brand new and of German construction), two small electric drilling machines and several electric emery wheels. 6 Russians and 8 PsW were employed in this sections on one shift. 50X1-HUM

cont. 2

'G', [redacted] this was the most important building in the factory. It was of stone construction c. 200 metres long and 30 metres wide, and contained two large, one medium and two small lathes, three large grinding machines [redacted] which appeared to be brand new, and one enormous iron planing machine. [redacted] the number employed in this section on one shift at 150 Russians and 25 PsW. 50X1-HUM 50X1-HUM 50X1-HUM 50X1-HUM

'G.1' was a small section inside this building containing one milling machine engaged on the production of small cog wheels for the electric motors. 50X1-HUM

'H' - "Wickelraum" or winding shop. A building of stone construction c. 80 metres long. No PsW were ever allowed in this building, [redacted] the number of Russians employed there at 90. [redacted] rows of work benches at which Russians were seated winding wire around spools. 50X1-HUM

'I' - store-room, a stone building c. 40 metres square, containing stores of oil paint, asbestos plates, a material known [redacted] as "Heroklit" [redacted] was a mixture of wool, paper and wood used for insulating, tools, and various spare parts for the electric motors. Half of the upper floor of this building was used as offices and the other half for precision work. 50X1-HUM 50X1-HUM

'J', an open square where the incoming raw materials of pig iron and tin were stacked. This occupied an area c. 100 metres square.

'K', the nickel plating shop, a stone building c. 15 metres long by 10 metres wide, containing [redacted] two gas and compressed air fired nickelling furnaces ("Nickelung Oefen") and a number of baths. 6 Russians were employed in here on one shift. 50X1-HUM

'L', the smithy, a stone building, c. 30 metres long, 25 metres wide, containing two forges, two tempering furnaces and one small press (which latter was never used [redacted]). 6 Russians and 3 PsW were employed in here on one shift. 50X1-HUM

'M', the "Verchromerei" or chromium plating shop, a stone building c. 30 metres long by 20 metres wide, containing [redacted] three gas and compressed air fired chromium ovens and an unknown number of baths. 8 Russians and 2 PsW were employed in here on one shift. 50X1-HUM 50X1-HUM

'N' - despatch room, a stone building c. 50 metres long and 20 metres wide, where the finished electric motors were painted or sprayed and packed into wooden boxes awaiting transportation. 10 Russians were employed in here on one shift and PsW were forbidden entry.

'O', a destroyed building; no attempts had been made to rebuild this.

The factory occupied an area c. 1 km long by 700 metres wide.

4. The factory worked seven days a week, but Russians and PsW were allowed two free Sundays per month. Work was performed in two shifts, namely from 0600-1500 hrs. and 1500-2400 hrs.

cont. 3

50X1-HUM

50X1-HUM

5. the number employed on each shift at c. 170 Russians and 150 PsW. one engineer employed there, fnu PETRIKOV; no other names available. 50X1-HUM

6. The factory was engaged on the manufacture of at least four separate types of electric motors. 50X1-HUM the motors were used in tanks and planes (50X1-HUM the diemnsions of the four types at

(a) 15 cms long, 9 cms dia.
(b) 40 cms long 20 cms dia.
(c) 50 cms long 30 cms dia.
(d) 75 cms long 40 cms dia.

Every Saturday 50X1-HUM motors left the factory.

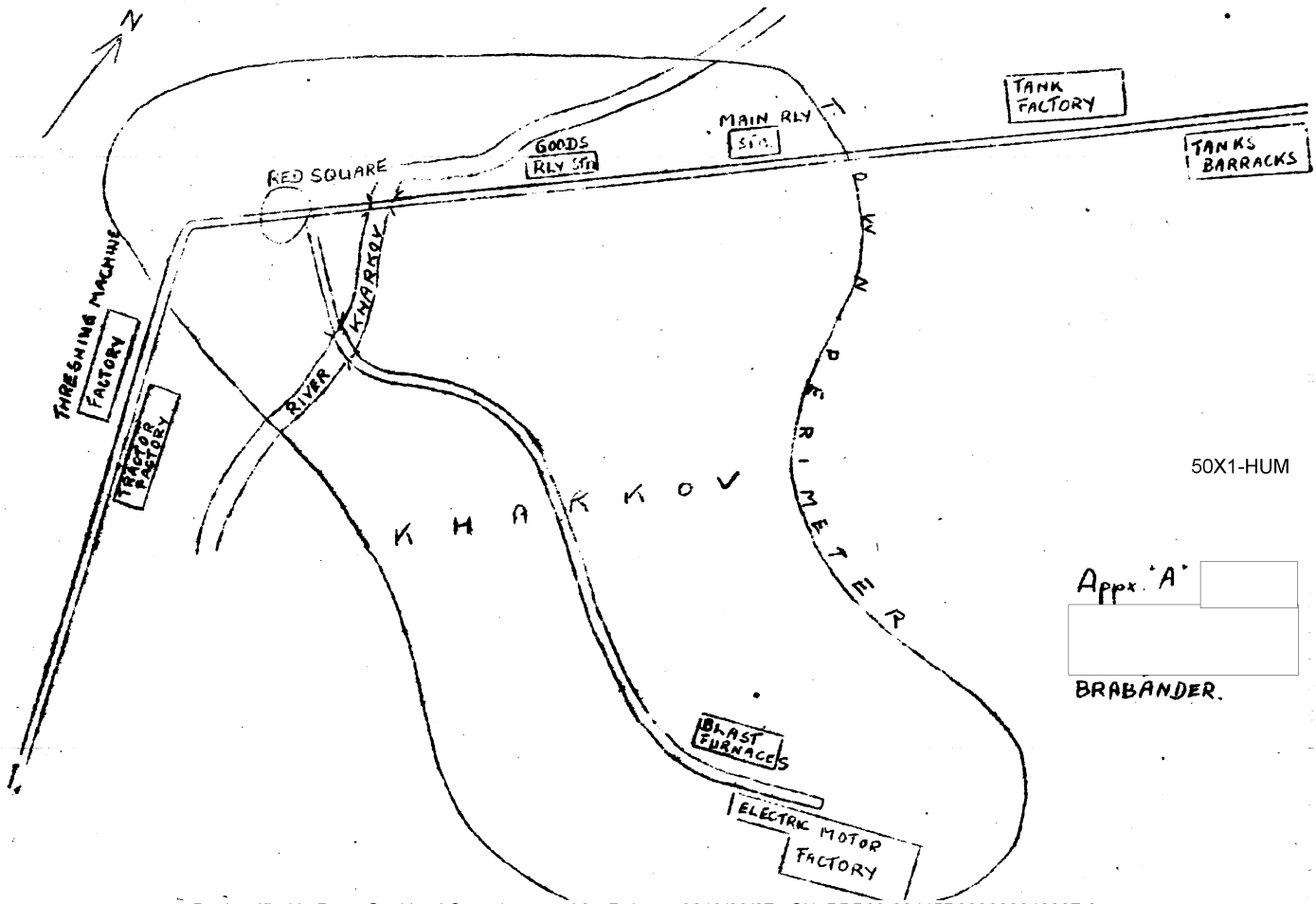
7. Current was obtained from an electricity works in KHARKOV (exact location unknown) by overhead cable. In addition the factory possessed its own mobile electric generating plant which was based at the point shown on the sketch (P). Whenever current was not obtainable from the electricity works in the town, which occurred frequently and sometimes even twice a day, the mobile plant was driven to the open square in the centre of the factory compound and cables were laid to every building. 50X1-HUM

8. Raw materials consisted of oil paint, flat iron, tin, thin spool wire, it was collected from the main railway station . The factory owned five or six 3-tonners of FORD and ZISS construction. 50X1-HUM

9. Destination of finished products unknown. They left the factory and were taken to the railway station. 50X1-HUM

10. When PsW first arrived in the area in 1945, much of the factory had been destroyed. Building work was quickly started and the factory was in full production by March, 1946. Extensions appeared to be taking place 50X1-HUM

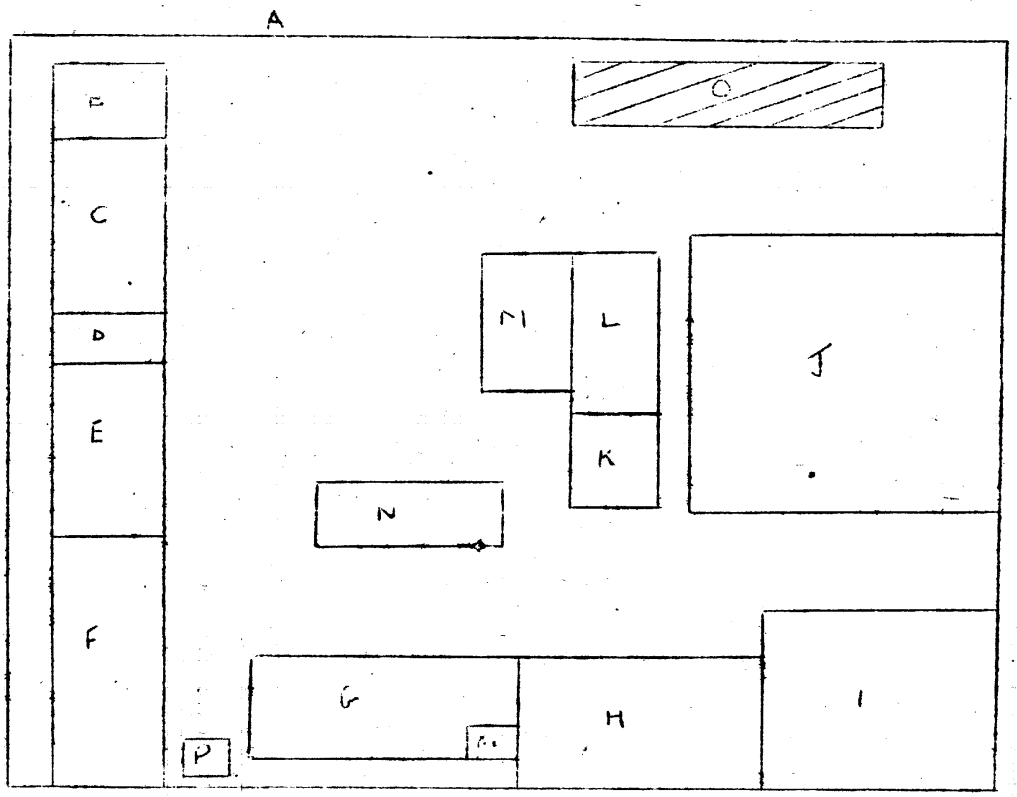
11. Name of controlling agency or directing body unknown. 50X1-HUM



50X1-HUM

Appx 'A'

BRABANDER.



50X1-HUM

Appx "B"

(BRABANDER)

50X1-HUM

50X1-HUM

Locomotive parts and crane factory - LENINGRAD

50X1-HUM

2. A sketch plan is attached at Appx.'A' showing the general location of the plant which is marked 'D' on sketch plan. (the nearby factory marked 'E' on sketch plan was the "Gross KIROV Werke", a much larger factory 50X1-HUM It is referred to in this report to avoid confusion which might arise due to the similarity in names.)

3. A sketch plan of the factory is attached as Appx.'B', which shows the layout of the plant in greater detail. The area covered by the plant was approx. 2 km by 1½ km and contained 2 steam locomotives, one diesel locomotive, 3 mobile steam cranes mounted on railwy trucks, one smaller diesel crane, and about 20 railway wagons belonging to the works. The principal buildings of the plant were:-

'A' "Zeche III" (Rotguss Geieserei). A stone building measuring about 50 x 20 metres and 12 metres high. This was the foundry for bronze, brass and copper castings. Equipment in the building consisted of several smelting ovens approx. 10 x 4 x 3 metres, electrically powered, for producing molten metals for casting. Here spare parts and accessories for locomotives and cranes in copper, bronze and brass were moulded. Approx. 60 men were engaged in the building on each shift.

'B' "Zeche IX". Iron-smelting shed, a stone building 120 x 60 x 20 metres containing electric smelting oven 25 x 20 x 3 metres. In this department locomotive wheels and other heavy-cast castings for cranes were made. Approx. 120 men were engaged in the building on each shift.

'C' "Zeche XI". A stone building measuring 120 x 20 x 15 metres, containing 30 electrically operated lathes of various sizes. A further 120 machines comprised grinding machines, drilling machines and other similar benches. Approx. 80 men were engaged in this building on each shift. 50X1-HUM

50X1-HUM

'D' "Zeche 10". A stone building measuring 200 x 100 x 30 metres, with 6 overhead travelling cranes each with a mobility of 50 metres, width of crane approx. 6 metres and of approx. 2½ tons carrying capacity. Further equipment consisted of 8 large guillotines, 4 rolling banks, . measuring from 4 to 7 metres in width with a capacity of 15 mm, and 10 electric welding machines. Approx.120 men were engaged in this building on each shift. This was the department where the cranes were welded and assembled.

'E' Store. A stone building 20 x 25 x 10 metres, for storing miscellaneous electrical equipment.

'F' Store. Stone building 20 x 25 x 10 metres, for storing machine spare parts and machine tools.

Locomotive parts and crane factory - LENINGRAD (Cont'd)

'G' "Zeche 5". Boiler house. Stone building 30 x 15 x 10 metres with a chimney 25 metres high. This building contained 2 boilers 6 x 3 x 5 metres which were fuelled with coal and oil-slate. Steam power was supplied from this building to the steam hammer and steam presses at building marked 'H'

'H' "Zeche 20". Smithy. Stone building 30 x 15 x 20 metres containing 3 steam hammers, 2 steam presses and 4 ovens 5 x 3 x 2 metres, pressure fuelled with diesel oil.

'J' "Zeche 15". Locomotive sheds. A stone building 30 x 15 x 10 metres in which the locomotives were housed.

'K' Garrison. Wooden barracks 30 x 5 x 4 metres, where the 60 Russian soldiers and 20 Russian officers, responsible for guarding the PsW employed at the plant, were quartered.

'L' PW camp, a stone building 20 x 10 metres, 2 storeys high, where the 800 PsW were quartered.

'M' Administration Building. Stone building, 3 storeys high, 50 x 15 metres. This building contained the administrative staff and draughtsman's offices, paymasters office and the political officer. (the political officer was a Major of the NKVD who had a staff of 2 Captains. They were responsible for political supervision of the works).

'N' Control point and watchman's post. This building was occupied by 5 or 6 armed women who were responsible for checking all passes. Only women were employed at this point.

'O' Repair shops. Stone building 4 x 5 metres where miscellaneous repairs to machinery were carried out.

'P' 4 wooden watch towers, 10 metres high, equipped with searchlights and manned day and night by one man armed with automatic pistol. On occasions these posts were manned by machine gunners.

4. Work was carried out 6 days a week in three 8-hour shifts.

50X1-HUM

6. The factory produced locomotive spare parts and cranes of various types. Production not known.

50X1-HUM

Power was obtained by underground cable.

8. Raw materials which were delivered to the works consisted of iron, steel, copper, brass, sheet metal, scrap iron consisting of old shell cases and railway lines, coal; stone and wood were also brought to the factory in large quantities.

50X1-HUM

50X1-HUM

Locomotive parts and crane factory - LENINGRAD (cont'd)

9. The finished products from the factory were delivered by rail and motor transport to the "Gross KIROV Werke", the large factory which was apparently the parent factory, located nearby (see sketch plan at Appx.'A').

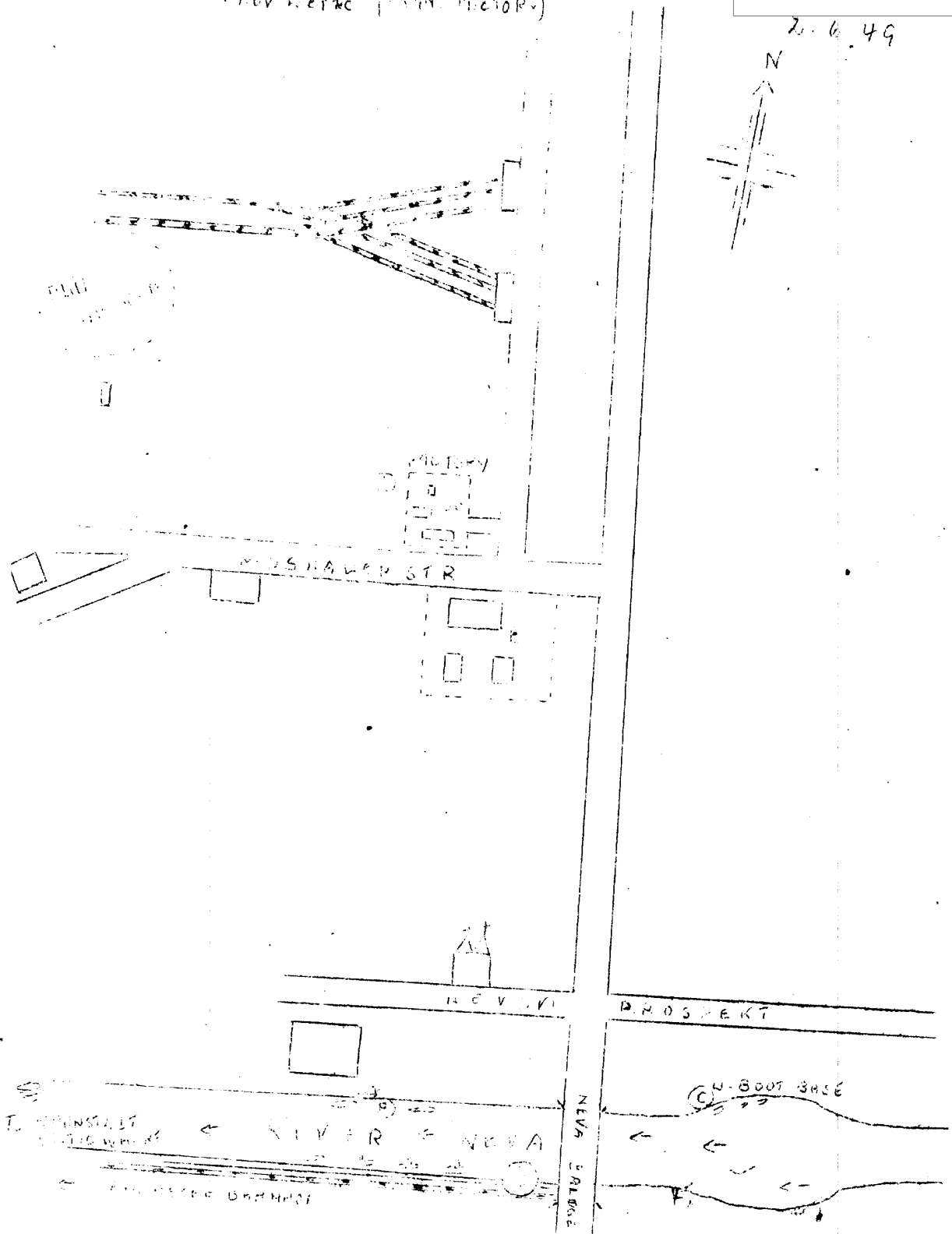
10. It is not known when the factory was built. The plant consisted of old buildings.

50X1-HUM

11. The plant was a subsidiary of the "Gross KIROV Werke" and was under the control of the State.

50X1-HUM

SECRET



50X1-HUM

SECRET

Appx "B"

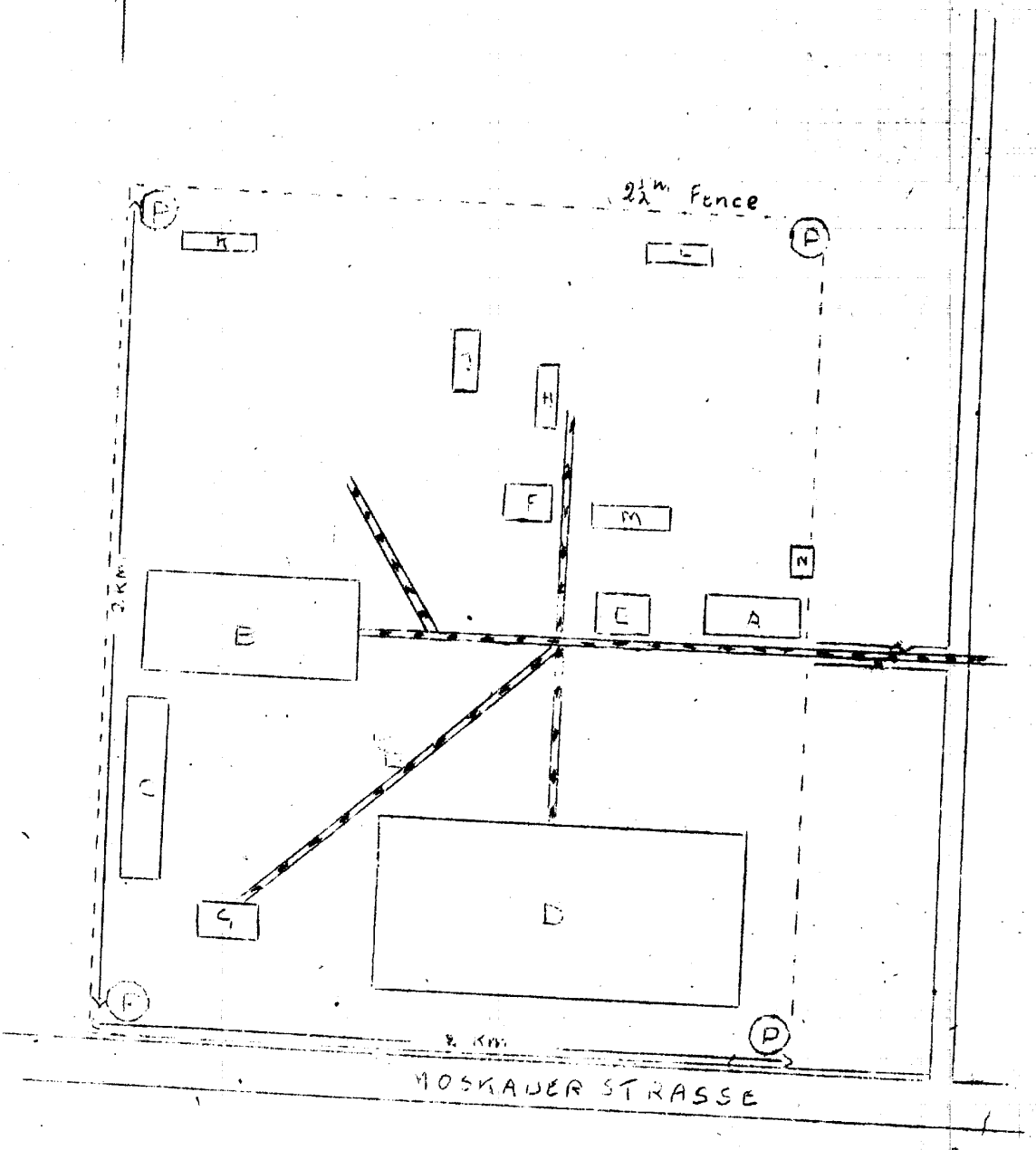
[redacted]

2.6.49.

Heinrich ULLERICH

N

SKETCH PLAN OF
"KLEIN KIROV WERKE" LENINGRAD
(NOT DRAWN TO SCALE)



50X1-HUM

SECRET

50X1-HUM

Harbour and Docks on River NEVA - LENINGRAD

2. The quayside was located on the south bank of the River NEVA - marked 'A' on the sketch attached at Appx.'A'. This was about 1 km to 1½ km in length at which as many as 10 to 15 ships of about 15,000 tons could tie up and be discharged. 12 such ships tied up at one time. The ships were mostly steam and Diesel merchant craft, (manned by German crews) and ships.

Warships observed in the vicinity were 2 cruisers of about 150 metres length each carrying about 8 10cm/12cm guns. The ships were tied up at the quayside on the opposite side of the river. marked 'B' on sketch-plan. They were fully manned and apparently in working order. 3 other cruisers of similar tonnage were anchored about 2 km downstream towards KRONSTADT. These were undergoing repairs A submarine dock-yard and base was at 'C', where repairs to submarines, length of which were about 50 metres, were carried out. Small pursuit craft of about 15 metres length were also located at this point.

50X1-HUM

3. The quaysides were in first-class condition being constructed of concrete, reinforced with steel girders. All appeared to be in good working order and in full use.

4. 4 cranes operated along the single-track railway line on quayside 'A' (marked 'G' on sketch) which served for the unloading of ships . Length of arm of these cranes was about 50 metres and the carrying capacity of one was 5 tons, the other three being about 2-3½ tons.

One floating crane was observed at the harbour and fixed cranes were located on other quaysides (marked G1, G2, G3 on sketch plan).

5. The only railway line observed was that on quayside 'A'. This was a single-track line, along which the movable cranes were also operated, being connected to other branches of the rail network,

50X1-HUM

6. Submarines were repaired at the point marked 'C' on sketch plan. (already referred to in para.2).

7. The largest repair yards and docks were those at the Baltic wharf ("Baltische Werft") several Kilometres downstream towards KRONSTADT. (not shown on sketch plan).

50X1-HUM

several warships were under repair and that the construction of small merchant craft took place there. There were two floating-docks of about 25,000 tons capacity and one dry-dock of about 15,000 tons capacity, and 3 slipways varying in length from 100 to 300 metres.

Harbour and docks on River NEVA (cont'd)

50X1-HUM

8. The only warehouse of any considerable size was the grain warehouse on the opposite side of the river about 50 metres from the quayside, marked 'H'. This was a stone building painted in camouflage design measuring 350 x 80 metres and 8 storeys high. Here wheat and grain of all kinds were stored, being unloaded in most cases from motor transport by suction pipes.

50X1-HUM

9. Cargoes were mostly machines of every description such as lathes, presses, drilling-machines, electrical equipment, and miscellaneous mechanical equipment, furniture and motor-cars.

50X1-HUM

Many of the ships were from DANZIG, STETTIN and KOLBERG. Many of the cargoes were loaded at the "Schichau Werft" - DANZIG. ships carried wood and iron-ore, and ships carried wood, iron-ore and food, largely fish.

50X1-HUM

10. One "ladle-dredger" operated on the river, at point 'D' on sketch, and one "suction-dredger" operated about $3\frac{1}{2}$ km downstream towards KRONSTADT.

11. About 10 to 15 tugs were in daily operation at the harbour. These were diesel and steam craft, measuring about 20 to 25 metres long.

50X1-HUM

SECRET

Appx. "A"

[redacted]

2.6.49

SKETCH-PLAN OF LENINGRAD SHEWING LOCATION OF

1. Harbour and docks on R. NEVA.
2. "KIROV WERKE" (TANK FACTORY)

N

SPORTFELD

FACTORY

MOSKAUER STR

NEVSKI

PROSPEKT

U-BOOT BASE

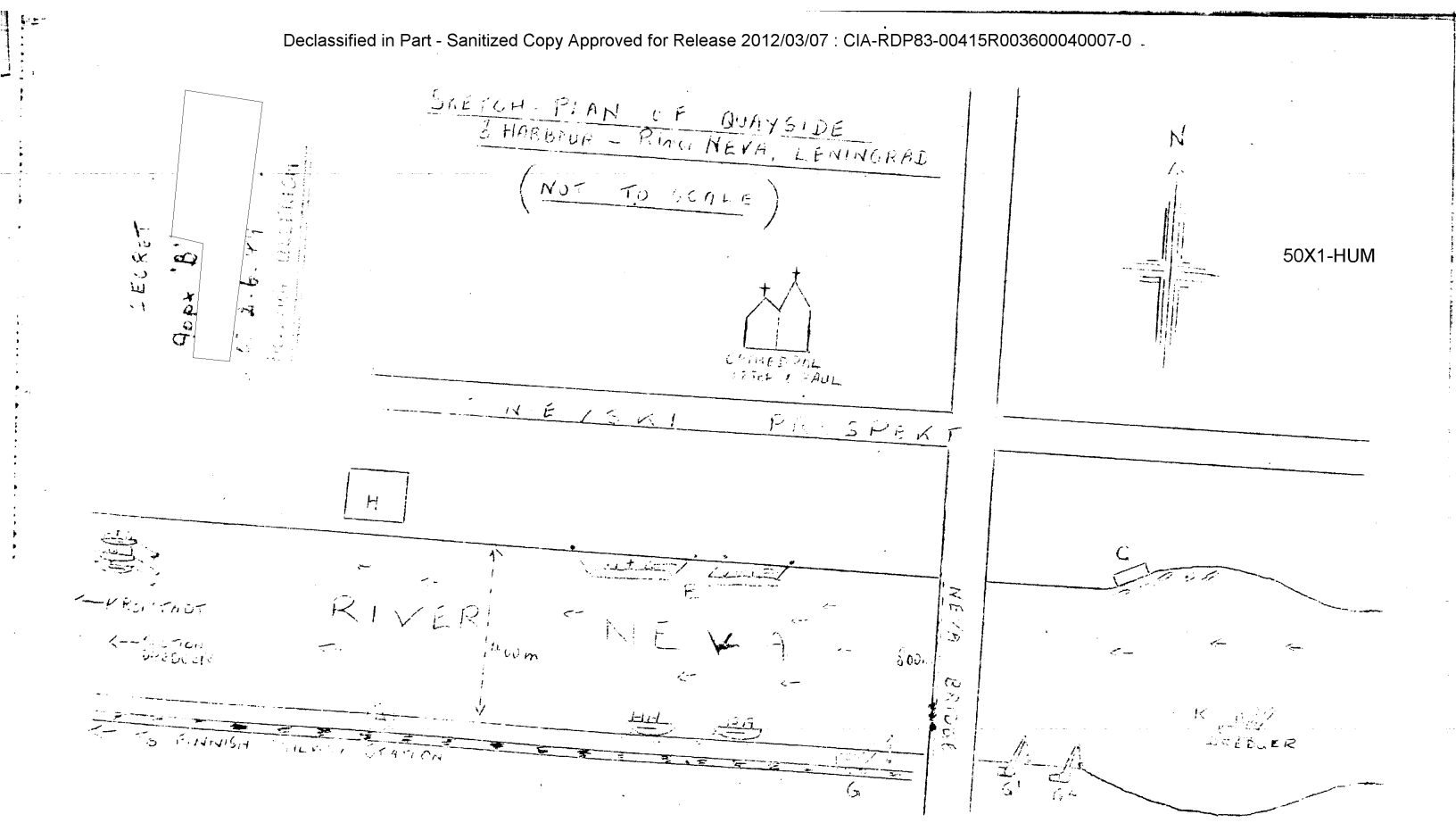
KRONSTADT

BALTIC WHARF

RIVER NEVA

FINNISCHE BAHNHOF

NEVA BARGE BOOM



50X1-HUM

50X1-HUM

8th June, 1949 SECRET

VOROSHILOV Works at LENINGRAD 50X1-HUM

1. The factory was known to the PsW employed there as VOROSHILOV WERK (VOROSHILOV Works) 50X1-HUM it carried the number 800.

2. The factory lay approximately on the northern outskirts of LENINGRAD c. 4 kms south of the MOSCOW railway station. The River NEVA flowed from north to south past the factory's eastern wall c. 500 metres east of the factory and a main cobble-stone road with tramway ran parallel with the factory's eastern wall c. 300 metres east. Other landmarks in relation to the factory were: 50X1-HUM

(a) a railway bridge over the NEVA c. 2 kms further north,

(b) a concrete road bridge over the NEVA c. 500 metres north (cantilever trestle type with two piles embedded in the river bed)

(c) an airfield c. 10 kms east of the factory (of which he has no knowledge),

(d) a communist party H.Q. building c. 5 kms west, 50X1-HUM

(e) another airfield c. 10 kms west

50X1-HUM

The surrounding terrain consisted of cultivated fields and small gardens The factory was served by a railway line which entered the compound at the point shown on appendix 'A' and appendix 'B' shows how the factory area was covered with a network of branch lines which ran parallel with almost every building. A sketch showing its approximate location and other landmarks mentioned above is attached at appendix 'A'.

3. A sketch showing the approximate layout of the factory is attached at appendix 'B'. It occupied an area exactly 800 metres long and approx. 400 metres wide and was enclosed by a wooden fence c. 2½ metres high topped by barbed wire with a watch tower, manned by Russian civilians, at each corner. The buildings and installations have been labelled 'A' - 'V' and are described as follows:-

'A' - the entrance, all Russian civilian employees had to produce their passes on entering the compound and every vehicle was checked also. The PsW were not checked as their camp was located within the compound and on the rare occasions when they were permitted to leave the Works they were always escorted by Russian guards.

'B' - a storage building, containing loads of pig iron, iron bars or rods, aluminium blocks, copper, zinc and other forms of metal used in the works. This shed was of corrugated iron construction and similar to the Nissen hut. It measured 30 x 8 x 3 metres high. The staff employed in here consisted of 4 Russians plus 10-15 PsW who were engaged on unloading the incoming raw materials and stacking them in separate piles, and periodically conveying them to various buildings. Deliveries of raw material were made by rail at irregular intervals.

cont. 2

'C' - the works' fire brigade, number of personnel employed there unknown. Russians only.

'D' - a storage building for emery stones of all sizes, and electrodes for welding. Only 2 or 3 Russians were employed here. Emery stones were all of German manufacture

'C' and 'D' - comprised one stone building divided into two sections separated by a stone wall and measuring c. 20 x 8 x 6 metres high, with a tiled, ridged roof and concrete floor.

'E' - a stone building containing crates of machines (types unknown) and glass. This building measured c. 20 x 8 x 6 metres high with a tiled, ridged roof. Deliveries of crates were made by rail at irregular intervals.

'F' - a stone building c. 100 x 20 x 20 metres high with a flat tiled roof and concrete floor. This section first started functioning in the Spring of 1947 and no PsW were allowed access. it contained test benches as at the rear of the building steel exhaust pipes approx. 20 cms in diameter protruded. One could hear machines being tested day and night. The noise was rather low and muffled and compared it to the noise of Diesel motors. At the point where the railway line entered the shed was a wooden door and a few metres further on was another door which led into the building proper. The railway wagons which conveyed machinery (?) to the shed were always closed in.

At point 'G' outside the building 'F', were three "Pruefstende" (testing benches). They were all of the same type, circular, diameter c. 2 metres x $3\frac{1}{2}$ metres high. They were of steel or iron construction painted light blue and of German construction bore German nameplates. They were not fixed to the ground and they were never used.

'H' - the P.W. camp. This consisted of two two-storey stone buildings, surrounded by barbed wire c. 3 metres high. This camp was disbanded in October 1947 (400 men) The buildings were part of the works and they would be occupied by approx. 200 youths of 16-17 yrs. of age who were employed at the factory as apprentices.

'I' - known to the PsW as "Reperatur Zeche" (repair shed), a stone building c. 20 x 10 x 8 metres high with a flat tiled roof and concrete floor. In this building was an unknown number of electric drilling machines, electric and oxy-acetylene welding apparatus and lathes. Approx. 20 PsW (all either fitters or turners) were employed in here, plus an unknown number of Russians, on repairing works' machinery.

cont. 3

'J' - the locomotive shed for locomotives belonging to the factory (there were two of these - Russian types). They travelled regularly to the main line and hauled railway wagons loaded with raw materials into the works. The locomotive shed was a stone building c. 20 x 15 x 10 metres high with a flat tiled roof. The locomotives were driven by Russians only.

'K' - the "Schlosserei" (or locksmiths' shop) a stone building c. 50 x 20 x 15 metres high with a flat tiled roof and concrete floor, one section of which (K.1) was used as accommodation for civilians employed at the factory. No information available on the type of machinery contained therein, but a squad of approx. 30 PsW were employed in here on one shift plus an unknown number of Russians.

'L' - the turning shop, a stone building c. 100 x 25 x 15 metres high with a flat tiled roof and concrete floor. 'L.1' was a section within this building - the works canteen. 'L' contained an unknown number of lathes [redacted] 50X1-HUM
[redacted] c. 30 PsW were employed in here plus an unknown number of Russians. 50X1-HUM

'M' - the foundry [redacted] 50X1-HUM
[redacted] a stone building c. 60 x 40 x 25 metres high, with a flat riled roof and concrete floor. There were 2 coke-fired furnaces (dimensions not available) in here. About 80 PsW were employed in 'M.2' on laying a concrete floor, installing windows and generally preparing the building for use. 'M.1' was used as accommodation for civilians employed at the factory. 50X1-HUM

'N' - an air compressor building, of stone construction, c. 15 x 15 x 10 metres high, with a flat tiled roof and concrete floor. [redacted] 50X1-HUM
[redacted] On these blocks had been erected two rotary air compressors c. $2\frac{1}{2}$ metres in diameter x $1\frac{1}{2}$ metres high. Erection of these compressors was completed at the end of 1946 at which time they went into service. The compressors were connected by pipes with horizontal pressure boilers (Druck Kessel), Location of which is shown at point 'O' on the sketch. These boilers were c. 10 metres long x 2 metres dia. built one on top of the other, connected by pipes. From the top boiler was a pipe which led into the foundry.

'P' known as Zeche 200, a stone building c. 100 x 30 x 20 metres high, with a flat tiled roof and concrete floor. In here was an unknown number of lathes, electric drilling machines, iron planing benches and tool making machines. A squad of c. 20 PsW were employed in here plus a greater number of Russian civilians on making small iron parts [redacted] 50X1-HUM

'Q' - known as Zeche 100, of the same dimensions and type of construction as 'P' and containing approximately the same number and types of machines. Number of employees unknown. No PsW employed in here. Function unknown.

'P.1' was used as accommodation for apprentices.

'Q.1' - accommodation and offices. [redacted] 50X1-HUM

cont. 4

[redacted] 50X1-HUM

'R' - known as Zecha 1400 (reason for designation unknown), a stone building c. 50 x 20 x 10 metres high, containing an unknown number of lathes, electric drilling machines and iron planing machines. 10-15 PsW were employed here plus a greater number of Russians. Function unknown. 50X1-HUM

'S' - a woodworking shop of the same type of construction and dimensions as 'R', containing wood planing machines, circular saws, band saws, planing benches and other woodworking machinery. 15-20 PsW were employed in here plus an unknown number of Russians on the production of tables, cupboards, stools, etc. [redacted] were intended for the apprentices' accommodation. 50X1-HUM

'T' - factory offices, a stone 2-storey building c. 15 x 10 x 15 metres high. Number of employees unknown.

'U' - a stone water tower, c. 5 x 5 c 15 metres high.

'V' - a sawmill. This was not part of the works [redacted] 50X1-HUM

4. The PsW were granted four free Sundays per month. They worked only one shift from 0800-1700 hrs. with one hour break at midday, but the Russians also worked at nights. [redacted] 50X1-HUM

5. [redacted] the total number of Russians employed on the day shift at 5,000. [redacted] 50X1-HUM

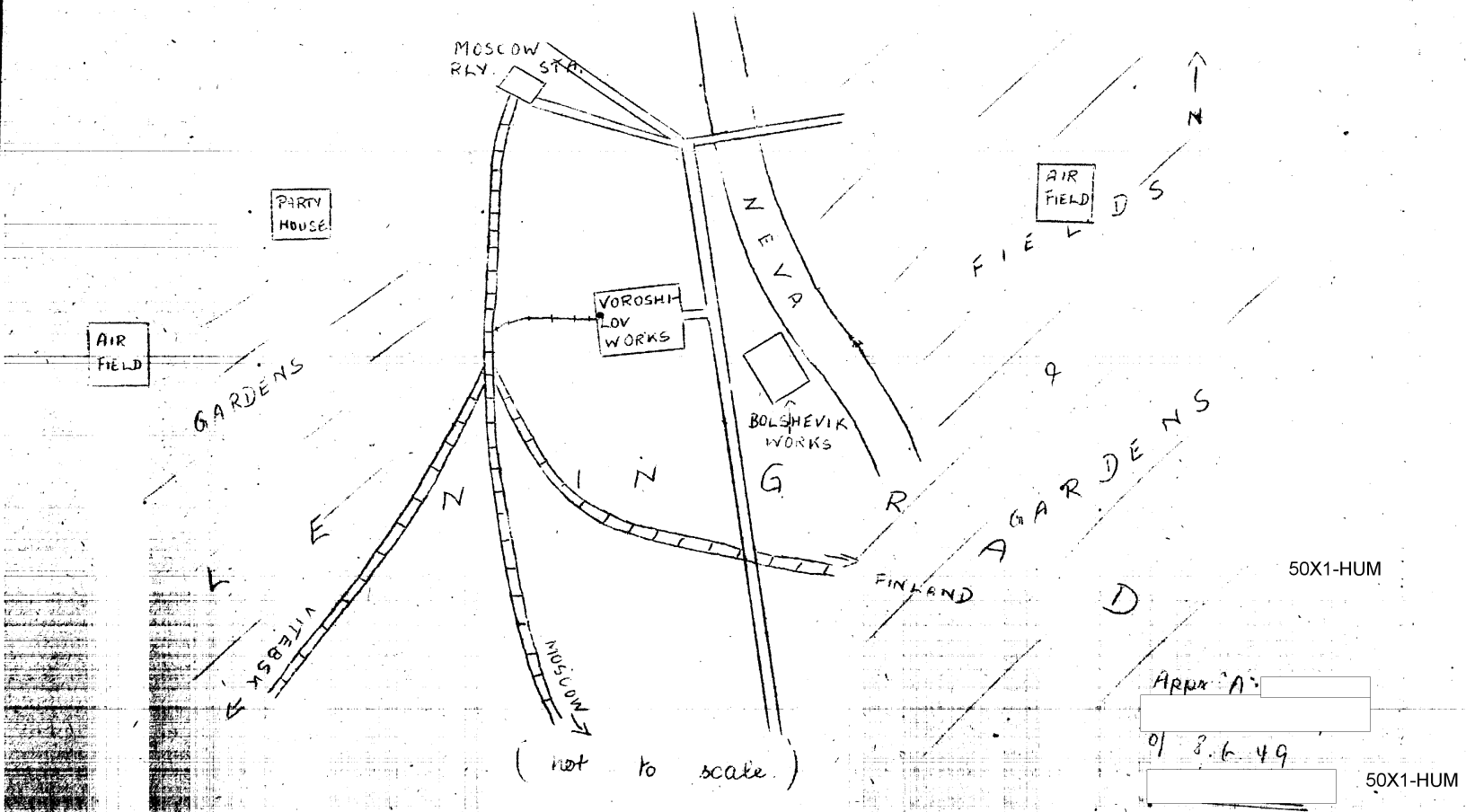
6. [redacted] Before the war the factory produced tanks and [redacted] during the war it was used as a tank repair workshops. 50X1-HUM

7. Source of electric current unknown, but the factory did not possess its own electric generating plant. [redacted] 50X1-HUM

8. The raw materials consisted largely of aluminium blocks, "Duralumin", zinc and tin. [redacted] All raw materials were delivered by rail. 50X1-HUM

9. On several buildings were nameplates showing that the factory had been built in 1934. It had been partially dismantled during the siege of LENINGRAD [redacted] it was more or less complete [redacted] Apart from minor repairs and construction within the buildings it was complete. 50X1-HUM

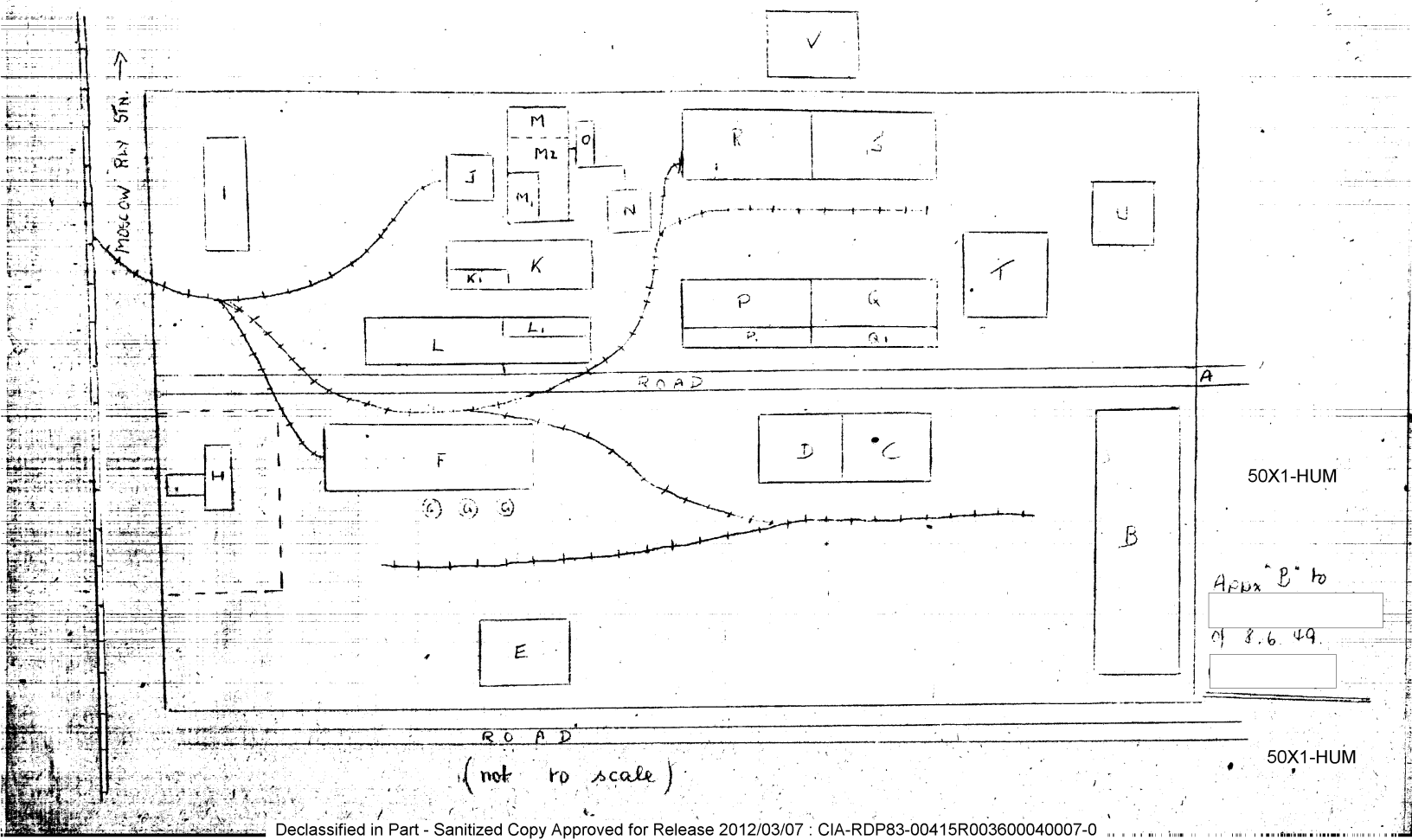
10. Name of controlling agency unknown.



50X1-HUM

Appr'd:
01 8.6.49

50X1-HUM



50X1-HUM

Appx "B" to
of 8.6.49.

50X1-HUM

50X1-HUM

50X1-HUM

SECRET.

Subject:- Marine Barracks in BALDERAIA.

50X1-HUM

50X1-HUM

1.

2. BALDERAIA is situated about 25 km to the north of RIGA. The barracks were built directly on the road to RIGA, immediately outside the town of BALDERAIA and only about 300 metres from the seashore.
The ground between the buildings and the sea was not cultivated.

3. The Marine barracks consist of two 2-storey brick buildings. They are facing the road, but the entrances are at the back of the buildings. The space between the buildings is 10 metres. The barracks themselves are identical, 28 m. long, 12 m. wide and should be about 10 m. high when finished. The foundations are of concrete. They are central heated, one boiler being installed in each building. W.Cs. and washrooms were installed on both sides and on every floor of the buildings. Three large rooms, suitable perhaps as classrooms, are situated next to the staircase on every floor.

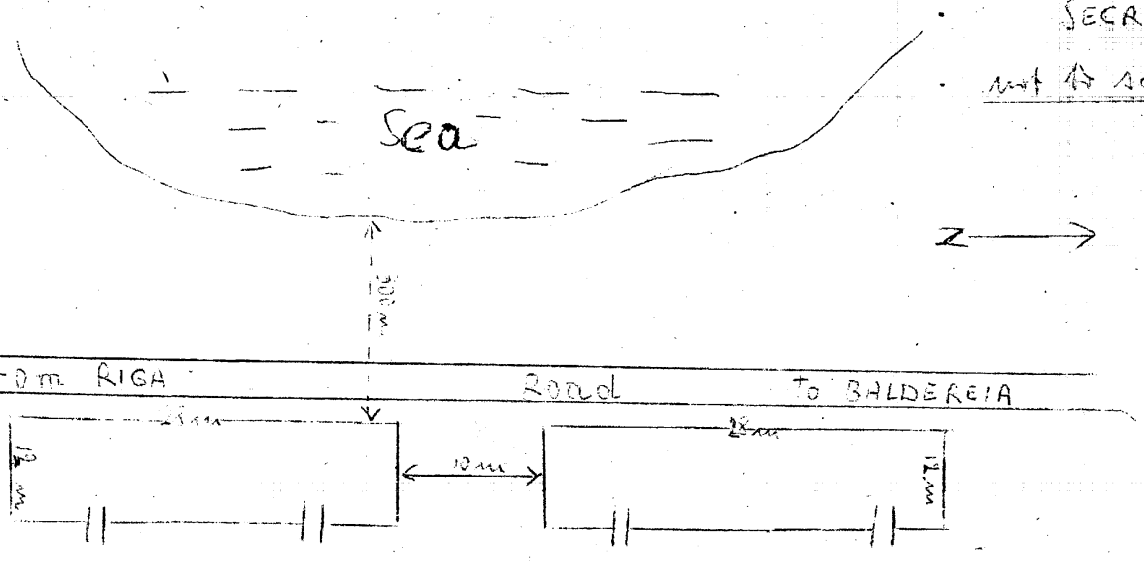
50X1-HUM

4.

The buildings should now be finished and occupied by Russian Naval personnel.

SECRET

not to scale



Appr "A"

50X1-HUM

Marine Barracks in BALDERAIA

50X1-HUM

SECRET

50X1-HUM

Construction of buildings at CHEREPOVETS in connection with erection of proposed Aluminium Works

50X1-HUM

1.

2. CHEREPOVETS, a town of about 30-40,000 inhabitants, is situated on the River SHEKSNA, and is a waterway link between LENINGRAD and the BALTIC to the North-East, ARCHANGEL to the north, and the river VOLGA to the south at RYBINSK.

3. The area between the rivers VOLGA, SHEKSNA, MOLOGA, which was formerly low-lying marshy land, populated with small villages, is cleared of its inhabitants and forms one vast lake - roughly about 4½ times as large as the BODENSEE in Germany. This was completed in 1944 or 1945.

50X1-HUM

50X1-HUM

4. The west bank of the River MOLOGA and the east bank of the River SHEKSNA are hilly and form a natural bowl for the great lake, which is named the RYBINSKA STAUSEE. At RYBINSKA a great dam has been built across the River VOLGA to provide power for industrial development in that part of Russia.

5. Vessels of greater tonnage than hitherto, (traffic similar to that using the RHINE) now sail from CHEREPOVETS to RYBINSK via the great lake. Parts of the higher ground are still above water in places and light-buoys and other measures are used to assist navigation. There is no shipping traffic between 1st Oct. and 31st March during the winter season on any of the waterways in this part of Russia.

50X1-HUM

The sketch plan at Appx. 'A' shows the RYBINSKA STAUSEE.

6.

50X1-HUM

The Minister for Building/Industry (?) from MOSCOW visited the site in Oct/Nov 1948, to inspect the foundations.

7. A sketch plan at Appx. 'B' shows the approximate location of the site marked 'H' and an inset showing in detail the foundations of the various buildings. The foundations, concrete blocks measuring 70 cm x 70 cm were sunk 2 metres deep in the earth about 1 metre apart, and the intervening spaces further reinforced with gravel and cement. In March, 1949, no actual building had commenced, and the foundations of one building (marked in dotted lines in the sketch) were still incomplete. Heavy steel girders - about 25 cm x 70 cm were delivered to the site, and Russian workmen took over the building, which gave the impression that the proposed buildings would be solid structures of two or more storeys in height.

50X1-HUM

/8....

Construction of buildings in CHEREPOVETS (cont'd)

8. [redacted] the site selected for the Aluminium works. The surrounding country is very rich in the mineral bauxite [redacted] the production of light-metal alloys, mainly for aircraft production, is contemplated. Camp 7437,- marked at 'B' on sketch plan, is not far from the building site [redacted] 50X1-HUM 50X1-HUM

9. The building marked 'C' on sketch plan is a "Kriegsschule" for Panzer cadet-officers. About 300 men were quartered there [redacted] 50X1-HUM

10. The railway station shewn at 'A' on sketch plan is approx.2 Km from the river. Rail connections to the harbour were observed as indicated in sketch.

11. An ironworks was located approx. at the position marked 'D' but the extent of production and type of factory was not observed.

12. In the harbour shown at 'G' in sketch was a newly built ship dockyard. [redacted] repairs were carried out to ships - these being hoisted up the slipway some 300 metres in length, and then conveyed by rail into the yards. [redacted] at least 12 ships in the yards on one occasion. 50X1-HUM 50X1-HUM

13. A floating-dock was observed at the position marked 'F' and this was seen in operation. 6 or 7 cranes were located at positions on both sides of the harbour mouth marked 'I' on sketch plan.

14. The Electrical-Power station for the town is situated near the mouth of the harbour at position marked 'E'. Size and scope of the plant was not observed.

15. Sawmills. Only observed from a distance.

16. Oil and Petrol Depot of about 5 or 6 storage tanks.

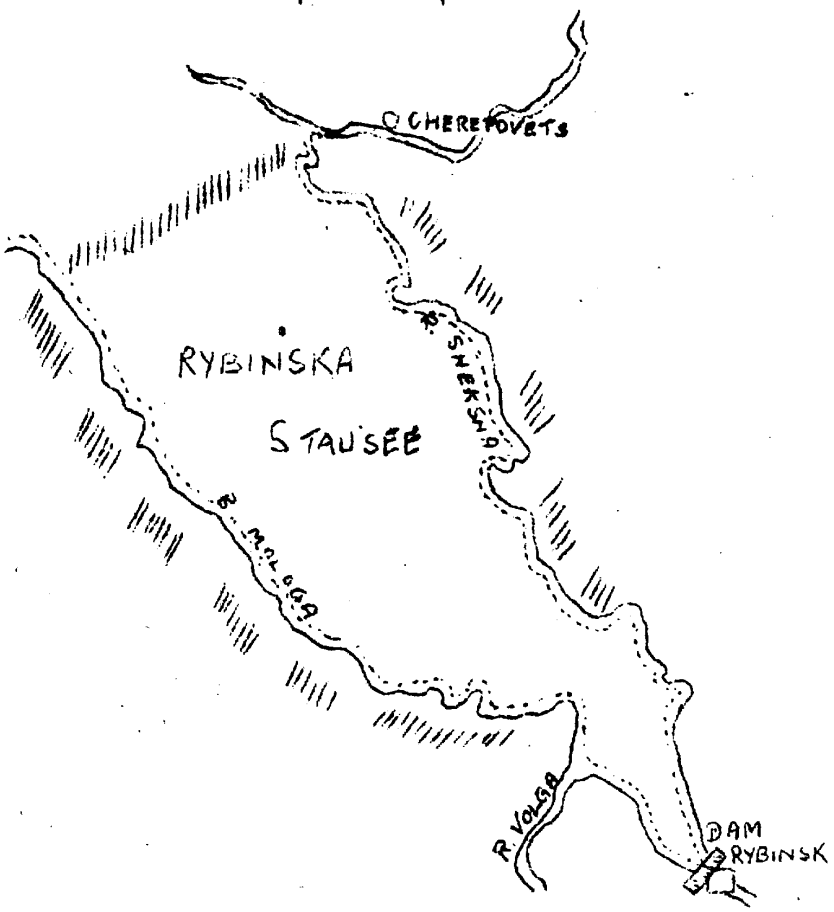
17. Open market place where street stalls were erected.

50X1-HUM

Appx. "A"

SKETCH PLAN OF WATERWAYS

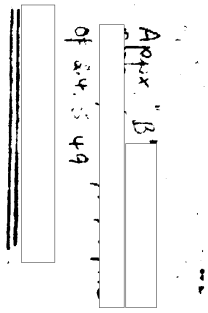
(Traced to Scale from Map.)



50X1-HUM

SKETCH PLAN OF CHEREPOVETS.

50X1-HUM



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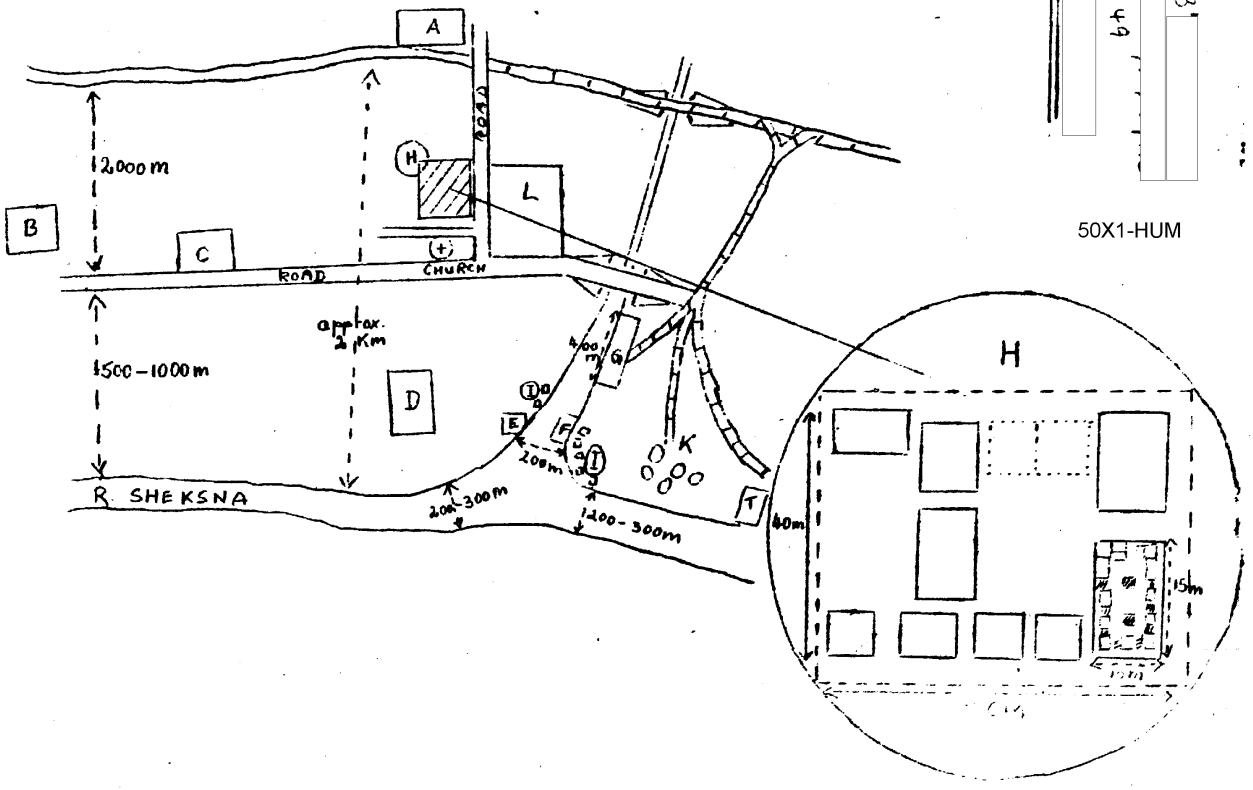
50X1-HUM



50X1-HUM

50X1-HUM

SECRET

Construction of road YAROSLAVL-VOLOGDA-ARCHANGEL.

50X1-HUM

1. camp 7150 at GRYAZOVETS contained about 4000 inmates, mostly officers of mixed nationalities, and some other ranks. 50X1-HUM

2. a new road in course of construction. This road, which passed by the camp, ran from YAROSLAVL (northwards) through GRAZOVETS, to VOLOGDA, and then further north to ARCHANGEL.

50X1-HUM

3. The new road ran fairly parallel with the old, existing road except that it was cut through forest-land and marshland, and curves and long detours were minimised. Where suitable, parts of the old road were used and incorporated in the new.

4. In marshland the road was built up to about 1 metre higher than the level of the ground. In hilly country the road was sunk, thus eliminating gradients. The surrounding countryside, marshland, forest-land and meadowland is hilly, but not to any appreciable height, and may be best described as undulating.

5. PsW, totalling approx. 1000, from Camp 7150 were employed on the work, which, as far as Camp 7150 was concerned, was restricted to stretches extending 15 Km northwards and 15 Km. southwards of GRYAZOVETS. At these points the work was undertaken by prisoners from other neighbouring camps 50X1-HUM

6. During construction no surface was laid on the road, merely the foundations of earth, sand and gravel being made. It appeared that a hard metalled road was in course of construction as the foundation was far superior to that usually prepared in Russia.

7. The width of the road was about 7 metres, and ditches were dug at the side in many places to assist drainage. Telephone poles and wires were erected alongside the road 50X1-HUM

8. Bridges spanning rivers and streams were constructed of wood - not suitable for heavy armoured-fighting-vehicles, but capable of taking normal heavy goods traffic.

9. Camp 7150 was disbanded in July, 1948.

50X1-HUM

Next 1 Page(s) In Document Denied

50X1-HUM

7. [redacted] no foreign specialist being employed in the Works.

Building of the Works

8. Building of the factory started in 1940. The equipment installed was evacuated from a factory in MOSCOW. Production began at the beginning of 1942. No War damage was sustained. No new building work was begun after the end of the War, and [redacted] no extensions being planned.

50X1-HUM

Description of the buildings and contents

9. a) No: 1 Administration building
60 x 40 x 12 m. It is of brick construction, with a concrete gable roof.

b) No: 2 Workshop
250 x 60 x 15 m. The ground floor is a Workshop, and the first floor is a storage room. The building is of brick, with concrete ceiling, and an iron-frame slanting roof covered with iron sheeting.
Contents: Various metal-working machines, such as lathes, milling machines, etc. [redacted]

50X1-HUM

c) No: 3 Workshop
300 x 100 x 12 m. It is of steel frame and brick construction, with roof of three rounded arches, covered with iron sheeting, and supported by an iron frame work. Contents: Metal-working machines - [redacted]

50X1-HUM

d) No: 4 Power Station
60 x 30 x 30, with chimney 50 m high. It was a brick building with gable roof. [redacted]

50X1-HUM

e) No: 5 Boiler house
60 x 50 x 30 m, with chimney 40 m high. Used for heating purposes. Of the same construction as building No: 4.
[redacted] this boiler house only operates in the Winter months (September to May)

50X1-HUM

f) No: 6 Warehouse and canteen
100 x 30 x 8 m. Of brick construction, with a slanting sheet-iron roof supported by an iron frame.

Processing

10. [redacted]

50X1-HUM

Security

11. Civilians, armed with rifles, manned watch towers set up every 50 m along the perimeter. No AA positions were observed.

 [redacted]

50X1-HUM

SECRET

50X1-HUM

APPENDIX 'A'

Key to Sketch at Appendix 'B'

1. MOLOTOV main Railway Station
2. Factory No: 19 (Aero engine factory)
3. Factory No: 33 (Carburettor factory)
4. Factory No: 260 (manufacture of spark plugs and electric motors)
5. Gun factory

SECRET

50X1-HUM

APPENDIX 'C' [redacted]

Key to Sketch at Appendix 'D'

1 - Administration building (12 m high)

2 - Workshop (15 m high)

3 - Workshop (12 m high)

4 - Power Station (30 m high) with chimney 50 m high

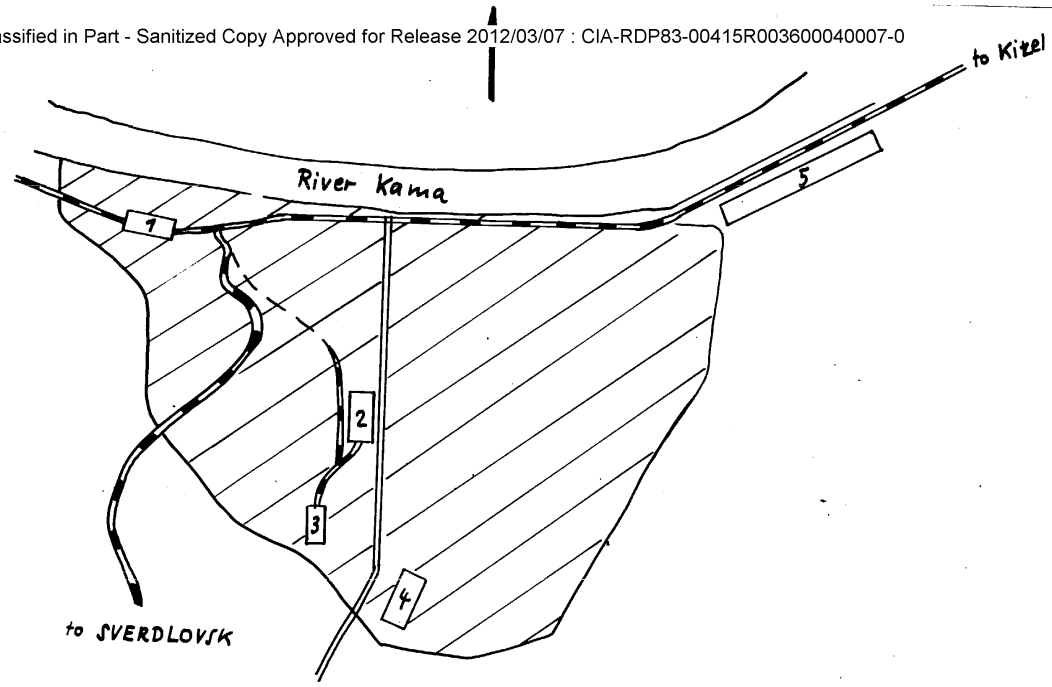
5 - Boiler house (30 m high)

6 - Warehouse and Works' canteen (8 m high)

SECRET

APPENDIX 'B' to

LOCATION OF FACTORY № 33 IN MOLOTOV.



50X1-HUM

50X1-HUM

50X1-HUM

50X1-HUM

50X1-HUM

REPORT 'A'

50X1-HUM

Coal Mines in the DONETZ BASIN, KRASNILUTSCH
(Pop. 30,000)

1.

2. The whole area was known by the name "KRASNILUTSCH UGOL TRUST" and the individual pits were known by numbers and names such as:-

(a) KRUSTALNAGA SHACHTA
(b) ANTRACIT,
(c) KOMZOMOLC (this pit was one of the largest)
(d) KAGANOVITSCH.

3. Pit number 17 was the most modern and the largest 50X1-HUM

4. The equipment such as the boring machines, conveyors, trucks, coal cutting saws were all electric driven and very modern, all in first class condition.

Coal was brought to the entrance of the shaft in small trucks drawn by an electric motor, tipped into a 2 ton truck which was then drawn to the top of the shaft where it tipped the coal into a Bunker and from there it was conveyed by a moving band into a large recess.

The coal was then loaded into railway trucks and transported to an unknown destination.

Approximately every 2 minutes 2 tons of coal were brought up the shaft to be tipped into the conveyor. A 40 ton Pullman goods wagon could be loaded in approximately 5-6 minutes. At times when conveying went smoothly 1000 tons could be brought out of the mine, but the average daily output was more or less 400 tons.

The attached sketch 'C' shows the shaft with the conveyor.

In July 1948 a coal washing machine was constructed between the shaft and the large recess and was due to be completed in the middle of 1949.

5. Glass hard anthracite which was very difficult to mine was mined in this pit. Special gloves were issued to the miners as it was impossible to work otherwise. Knee pads were also issued as previously the P.W's who had not been issued with gloves and knee pads were after a short time unfit for further work. The coal was too hard to be touched with bare hands.

/-

50X1-HUM

6. Work was carried out in 3 eight hour shifts 7 days a week approximately 300 Russians and 300 P.W's were engaged in Pit No.17.

There were approximately 150 pits in the KRASNILUTSCH area. The average depth of the pits was 300-400 meters. 50X1-HUM

7. There were two electric power stations in the area. One is shown on Plan 'B', the other is unknown. 50X1-HUM

8. the coal from Pit No.5 was sent to MOSCOW on a railway truck. 50X1-HUM

The mine was being extended and many modifications were to be carried out in the equipment and working.

A new shaft was being constructed near Pit.17 which was called No.17 bis. It was sheduled to be finished by the end of 1949.

[redacted] 50X1-HUM

REPORT 'B'

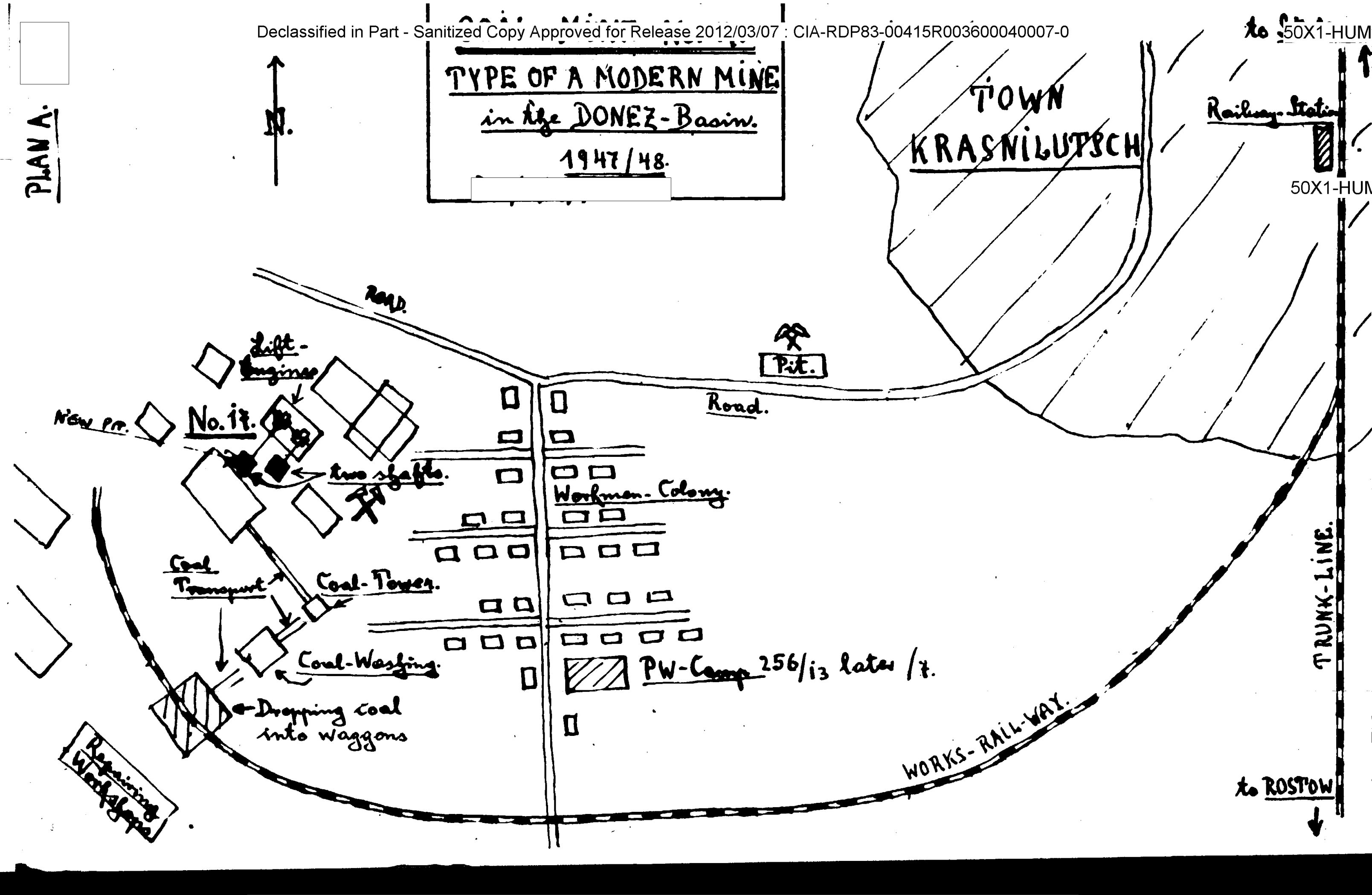
Recruiting G.A.F. Officers by Russians.

50X1-HUM

[redacted] camp at HOYERSWERDA the Russians were collecting all officers who had had anything to do with turbo planes, jet planes, and flying bombs, whether they had flown them or not and taking them by plane to MOSCOW. [redacted] 50X1-HUM a STABS ENGINEER by the name of SCHRODER was also taken away.

50X1-HUM

PLAN A.



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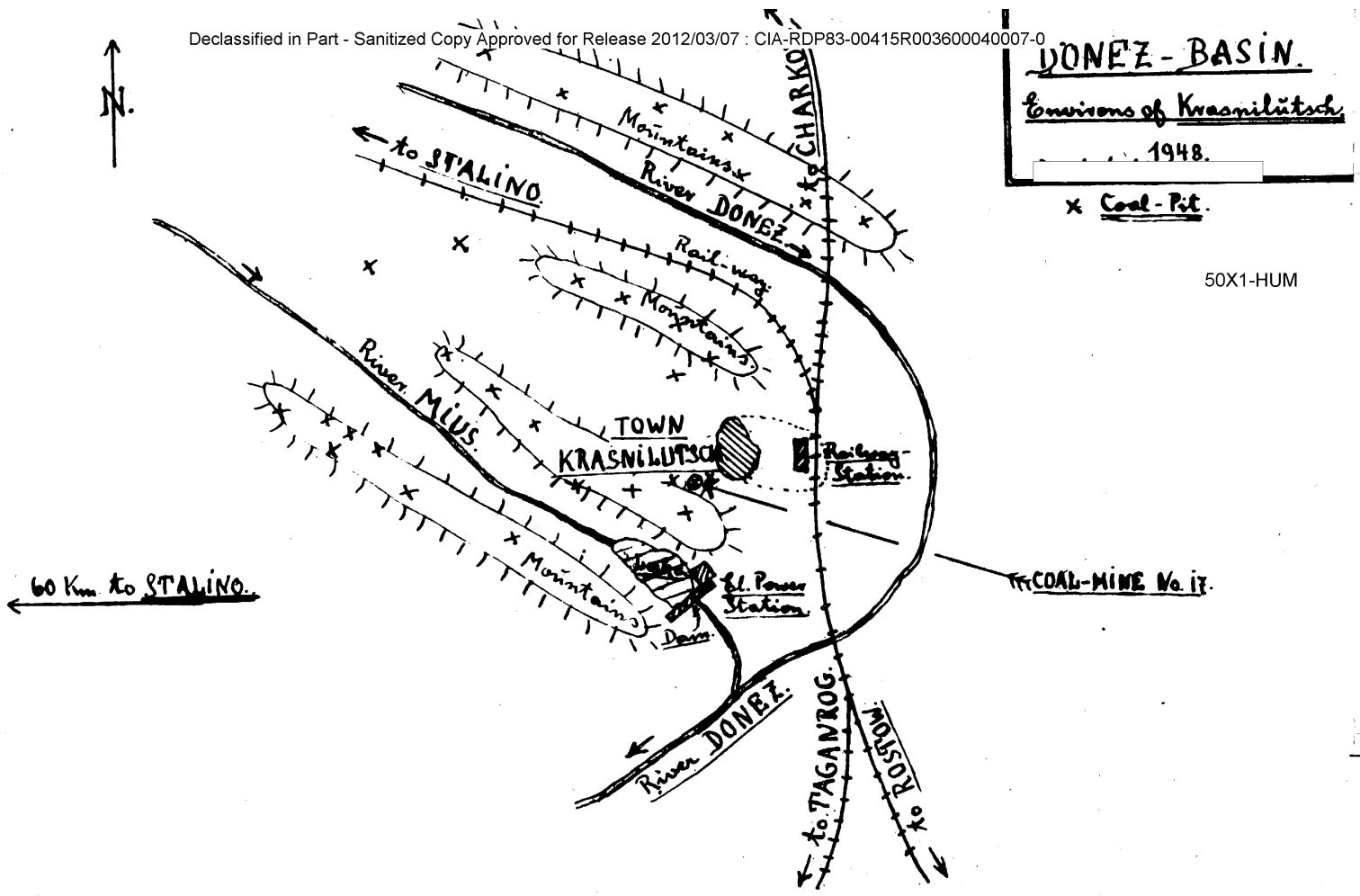
PLAN B.



DONEZ - BASIN.

Environs of Krasnilütsch

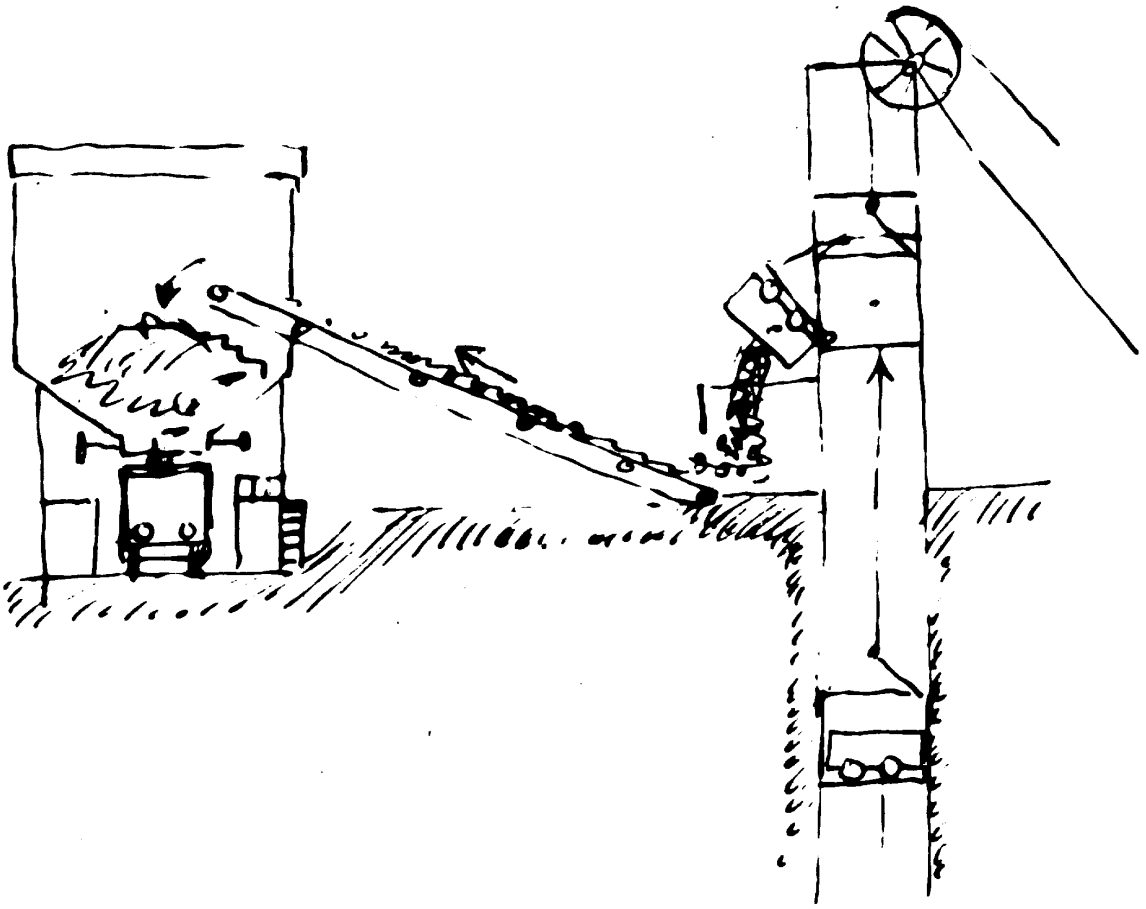
1948.

x Coal-Pit.

50X1-HUM

PLAN C

50X1-HUM



50X1-HUM

50X1-HUM

REPORT 'A'

Oil late Mining area in ESTONIA

KUKURUSE (Pop. 200).

50X1-HUM

KUKURUSE is situated 7 km west of KOTHLYJERVE. There were 3 shafts to this mine, each bored into the earth in a slanting manner to the depth of 12-25 meters and approximately 3 km long connecting underground with the KOTHLYJERVE mines.

There were about 10 Russian and 6-700 P.W. working underground in three shifts of 8 hours 7 day a week. The slate was brought to the surface by a leather rolling band approximately 1 meter wide which was continuously being driven by an electric motor.

The daily output in the autumn of 1945 was from 500-700 tons.

50X1-HUM

REPORT 'B'

Oil Slate Mine at ATHME (Pop.200).

ATHME is situated 40 km south of KOTHLYJERVE on the southern side of the main railway line. In 1945-1946 the mine was not in working order, but plans were made to get it working again. The mine had been destroyed, new houses and buildings were being built by the P.W.

As in all the mines, German engineers and technicians were the chief constructors and foremen. There were not enough skilled Russian labour to carry out the work.

50X1-HUM

REPORT 'C'

ASSERI VILLAGE (Pop. 200)

ASSER is a very small fishing village with a tiny harbour for small fishing boats. It is situated approximately 30 km to the north of KOTHLYJERVE on the coast, of the FINLAND Bay. There was a customs office in the village. Near the village there was a quarry and a brick yard.

50X1-HUM

In the summer of 1946 9-10 Russian submarines carrying out excercises off the coast. They were diving and surfacing and firing torpedoes.

50X1-HUM

50X1-HUM

REPORT 'D'

Oil Slate Mine KOTHLYJERVE (pop. 300)

KOTHLYJERVE is situated 35 km north of JEVI, which is on the NARVA-LENINGRAD Railway line.

50X1-HUM

There were 3-4 shafts to this mine slanting into the ground to a depth of 13-25 meters. There were 30 Russians and 900 P.W's working in 3 shifts of 8 hours 7 days a week. There were about 300 miners to each shift. The mined slate was brought to the surface by a rolling band. On two or three Sundays work was stopped and the machinery overhauled.

50X1-HUM

REPORT 'E'

New Oil Slate Mine at ERIDA (Pop. 3-400).

ERIDA is situated 10-12 km to the east of KOTHLYJERVE.

50X1-HUM

This new mine had only one shaft No.6 bored in to the ground in a slanting manner. This shaft was near the railway station of ERIDA. A second shaft No.4 was under construction approximately 1½ km to the east of No.6. Near No.6 shaft a large building was built which was called the "Kombinat" (2 storeys) with three smaller buildings and two workshops.

There were 30-40 oil tanks of different size placed 200 m to the east of ERIDA Railway Station. These tanks contained from 5-10 tons of oil each. The oil was brought in railway wagons from KOTHLYJERVE.

50X1-HUM

(REPORT F)

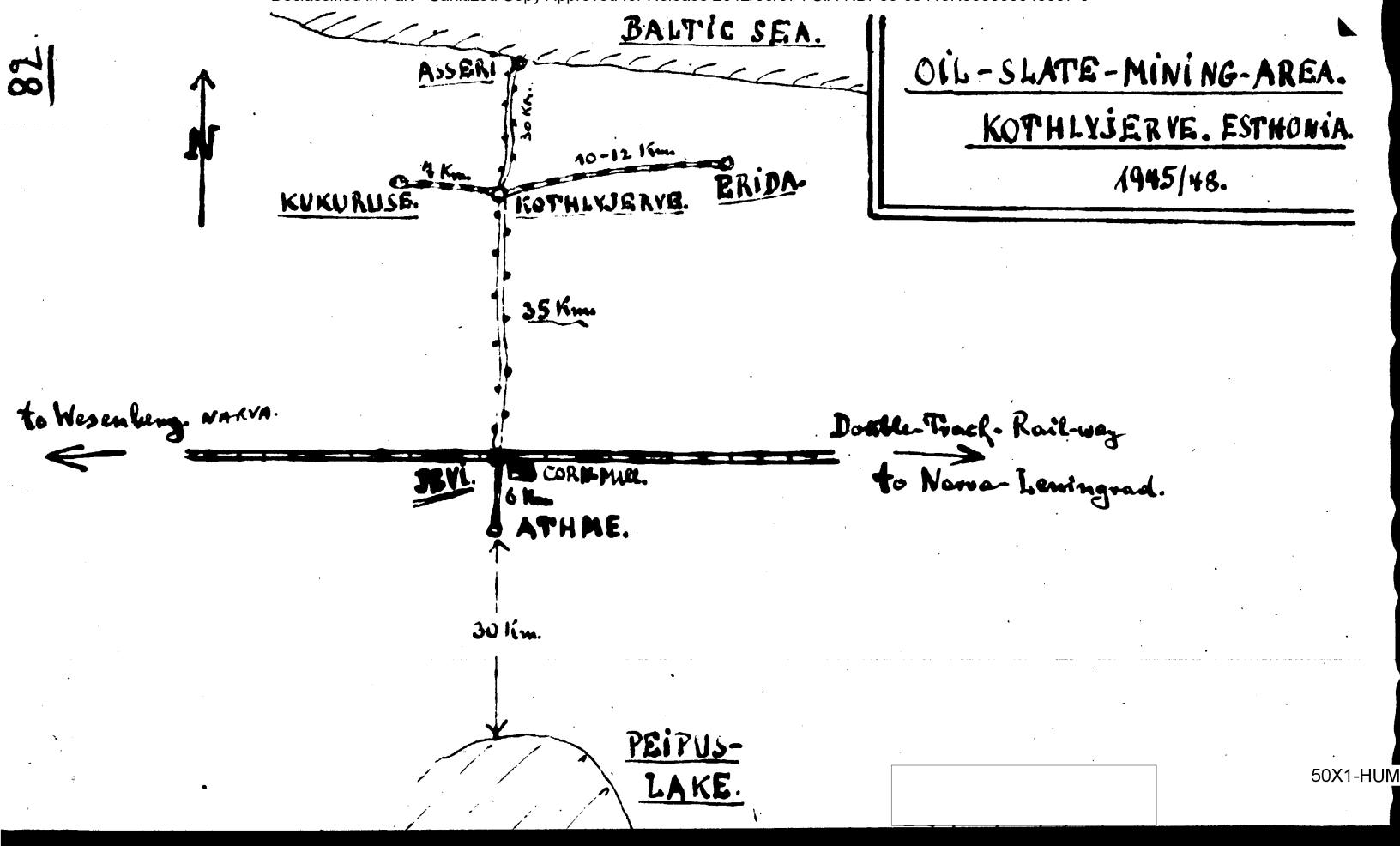
Oil Slate Mill at KOTHLYJERVE

This oil Slate Mill was situated approximately 1-2 km to the west of the slate mine.

Here the slate was broken, ground, pressed and refined. The produced oil flower through cement pipes about 1 m thick across the mill's yard (400 meters long). The pipe was higher at the mill end thus allowing the oil to flow without it being pumped. In two or three places the pipe ended in a ditch which was filled with gravel and small stones most probably for cleaning the oil.

The oil was of a thick black nature.

82



OIL-SLATE-MINING-AREA.
KOTHLYJERVE. ESTHONIA.
1945/48.

50X1-HUM

SECRET

50X1-HUM

Research Institute - Wood Chemicals

19 May 1949

1. [redacted] 50X1-HUM

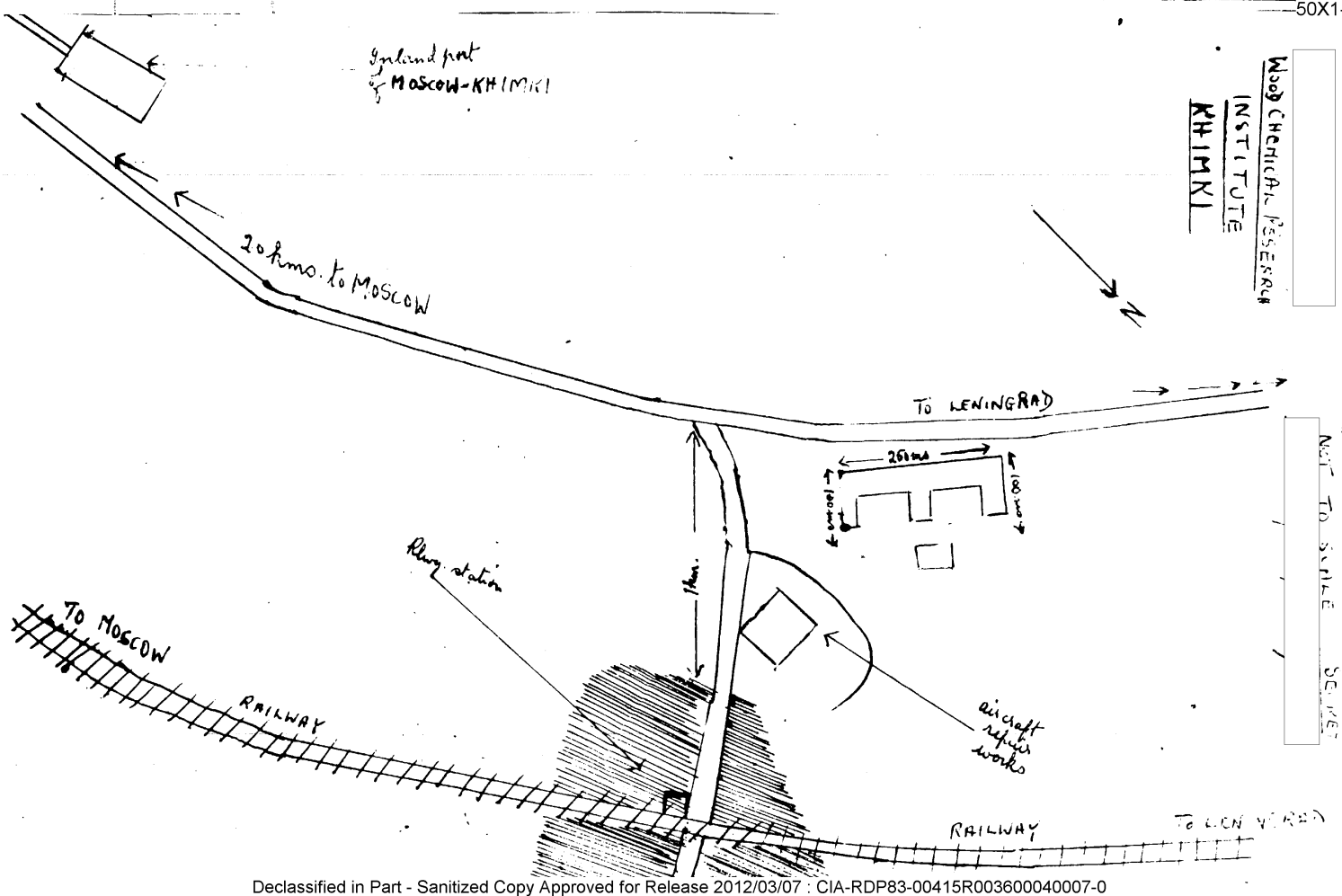
2. See accompanying sketch for the location of the institute which was shaped like a capital E, 5 storeys high. The west side of the E was about 250 m long, the top and bottom outside walls 100 m long and the walls of the E about 60 m deep. The institute is situated near the town of KHIMKI about 20 Km N of MOSCOW. It lies adjacent to a main 1st class road connecting MOSCOW & LENINGRAD. 500 m SSE of the institute a branch road leaves the main MOSCOW/LENINGRAD road and runs into KHIMKI. The main MOSCOW/LENINGRAD road runs E of the MOSCOW/KHIMKI inland port and 1 km W of the outskirts of the town KHIMKI. On the outskirts of the town KHIMKI and bordering the branch road was a building measuring 150 m x 150m x 25m orientated with one corner abutting the road (see sketch map). Around this building were parked 30/40 small aircraft of a pursuit type. A few were YAKs. [redacted] the building was an aircraft repair works. The planes were brought there on trucks. 50X1-HUM

3. The research institute dealt in stress and strain on wood and the study of wood problems with reference to the building of aircraft. [redacted] heavy machines on cement foundations on the ground floor. The second floor contained the administration offices. 50X1-HUM

4. [redacted] 50X1-HUM

5. 100 m E of the centre of the research institute was a small wooden building measuring 10 m x 10m x 5m. This was connected with saccharine research. [redacted] PWs stole and consumed some of the saccharine. [redacted] experiments in producing sugar from wood had failed here. 50X1-HUM

6. On the accompanying sketch map the E shaped research building is shown with the small saccharine building east of it. The shaded portion is the town area of KHIMKI and the railway station is shown at the road-rail crossing. MOSCOW-KHIMKI inland port is shown in the south corner. The aircraft repair building, is shown on the outskirts of KHIMKI and the surrounding land belonging to it is marked off. On this land the aircraft mentioned were parked.



50X1-HUM

SECRET

50X1-HUM

Repair shop in YAROSLAVL.

50X1-HUM

1. 50X1-HUM This small factory was supplying building materials for the construction of workers' houses in YAROSLAVL.

2. Appendix 'A' is a sketch showing the approx. location of this work shop, which was in the centre of YAROSLAVL. 50X1-HUM About 5½ km. N.E. was the main YAROSLAVL - SHUVA Railway line. The river CIVOD was approx. 3 km. .S.E. and the technical High School 4 km. S.W. 50X1-HUM

3. A rough sketch showing the layout of this Repair shop is attached as Appendix 'B'. It was enclosed in a fenced area 100m x 80m. The Northern end of the area was used as a timber yard. The buildings contained in the Repair shop have been marked on the sketch as follows:-

'A' - a small watchmen's house 3m x 13m.

'B' - A wooden shed 5m x 5m equipped with an electric handsaw producing building timber.

'C' - A store constructed of wood, 100m x 3m, containing stores of nuts, bolts, locks, keys and spares for cement mixers.

'D' - A building containing the repair shop 10m x 15m.

Ground floor: D(1) was equipped with:-

1 turning lathe, 20cm cal.
1 " " 150cm. cal.
1 planing machine 50cm cal.
3 boring machines of 20mm each.

D(2)

A smithy fitted with two hand operated furnaces.

D(3)

A Joiners shop equipped with two circular saws, one 30cm and one 50cm, and a planing machine. No size known.

1st floor was a Joiners shop containing fifteen work benches.

4. One shift daily was worked from 0600 hrs. to 1600 hrs. Sunday was normally free.

/2

Repair shop in YAROSLAVL

5. The total number of workers was fifty, distributed as follows:

D(1) - 20 P.W. under one Russian foreman.

D(2) - 2 P.W.
D(3) - including the Joiners shop on the 1st floor 10 P.W. and 10 Russians.

The store was run by one Russian. Five P.W. under the supervision of a Russian cut the timber in 'B'.

6. The workshop produced nails, locks, keys, screws, house doors, window frames and wood fittings, toilet cisterns and repaired cement mixers and building equipment. produced in one shift:-

3 keys and 1 lock
or
1 kilo of nails
or
10 8mm bolts

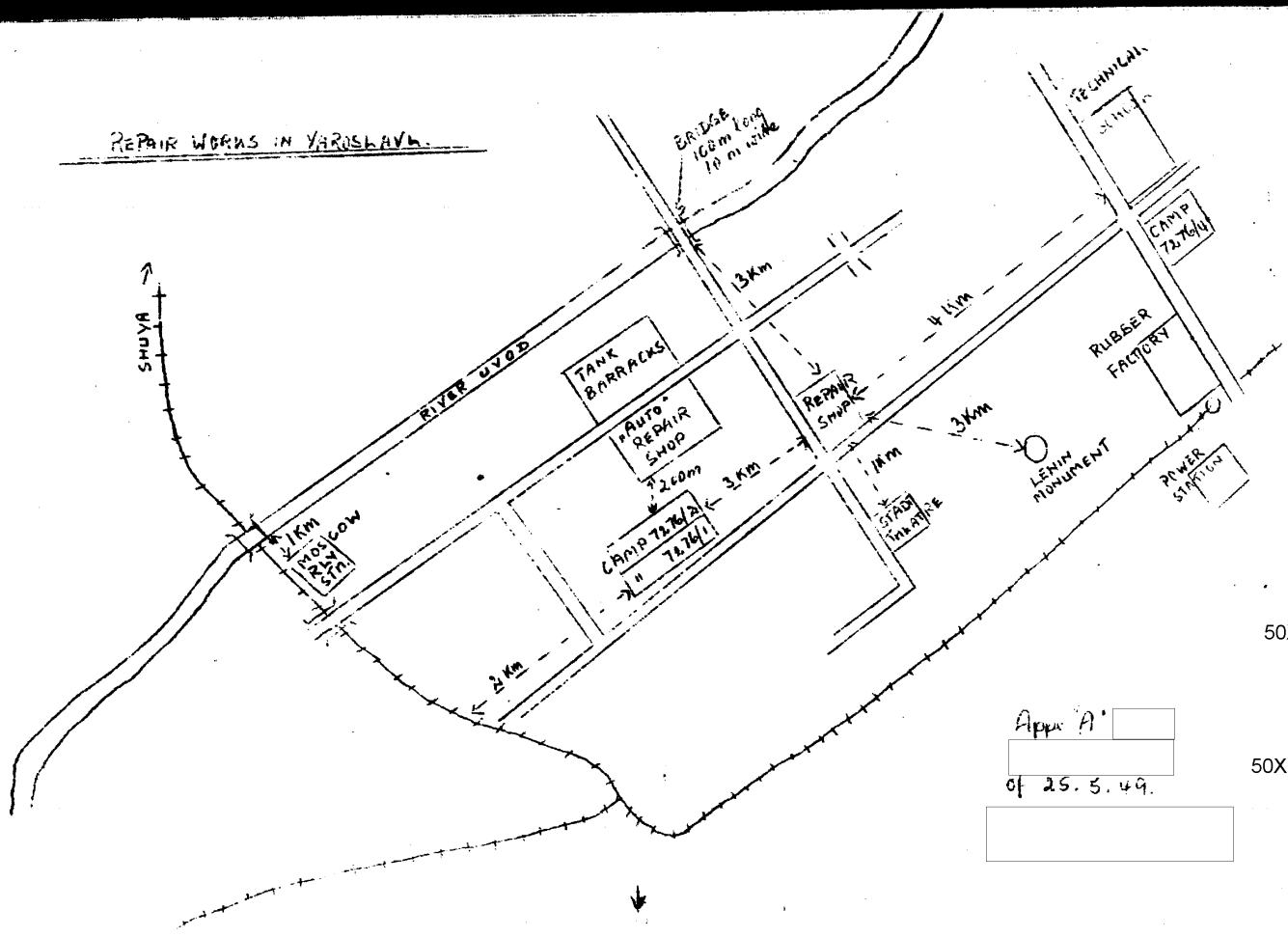
Four men completed four toilet cisterns in one shift. Joinery output not known.

7. The electric power arrived from YAROSLAVL Power Station.

8. The building timber was cut locally and the steel arrived from YAROSLAVL.

9. The produce of the plant was being used to construct workers' houses in the town.

10. This workshop was very old, date of construction not known.



50X1-HUM

Appx 'A'
of 25. 5. 49.

50X1-HUM

Appx. "B"
of 25.5.49

50X1-HUM

50X1-HUM

REPAIR WORKS IN YAROSLAVL.